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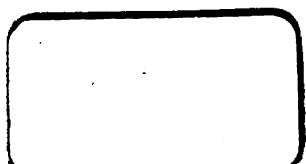
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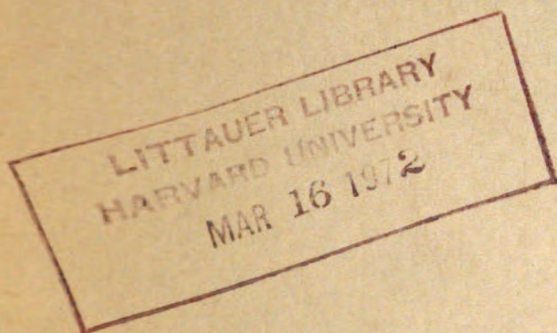
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**PUBLIC DOCUMENTS**  
**OF**  
**MASSACHUSETTS:**  
**BEING THE**  
**ANNUAL REPORTS**  
**OF VARIOUS**  
**Public Officers and Institutions,**  
**FOR THE YEAR**  
**1868.**

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**PUBLISHED BY THE SECRETARY OF THE COMMONWEALTH,**  
**Under authority of Chapter 4 of the General Statutes.**

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**VOL. IV.**  
**Nos. 18 to 37.**

**BOSTON:**  
**WRIGHT & POTTER, STATE PRINTERS,**  
**79 MILK STREET (CORNER OF FEDERAL).**  
**1869.**





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**TWENTY-SECOND ANNUAL REPORT**

OF

**THE TRUSTEES**

OF THE

**STATE REFORM SCHOOL:**

TOGETHER WITH THE

**ANNUAL REPORTS**

OF THE

**RESIDENT OFFICERS.**

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**OCTOBER, 1868.**

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**BOSTON:**

**WRIGHT & POTTER, STATE PRINTERS,**

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**1869.**



# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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*To His Excellency the Governor, and the Honorable Executive Council of the State of Massachusetts.*

Pursuant to the provisions of the General Statutes the Trustees of the State Reform School at Westborough, submit the following as their Report for the year ending September 30, 1868.

This institution during the past year has, as usual, been kept full by the courts having power to commit, notwithstanding the numbers placed out or returned to the care of parents and friends has been kept fully up to the usual standard. The general health of the inmates has been good; and with the exception of light cases of sickness and a few accidents, our hospital has not been in great requisition. Only one has been removed by death during the year. The accompanying report of the Physician will show the general sanitary condition.

Our Treasurer's report, herewith submitted, will exhibit the financial condition of the institution, and the situation of the several funds held by the trustees.

In the month of May last, Mr. Orville K. Hutchinson, who had been connected with the institution as Assistant-Superintendent for many years, and also as Superintendent for about one year, resigned his position, and the Trustees made choice of Hon. Benjamin Evans, of Salisbury, as acting Superintendent. We are happy to say he has fulfilled the duties of the office with energy and faithfulness, which leads us to expect he will prove well qualified for the responsible position.



The largest number of inmates in the institution during the year was 343, the smallest 304, and the average number 325 $\frac{5}{8}$ . Our constant endeavor is to obtain places for the boys in the country, and, if possible, with farmers, as we feel their position is much safer when they are remote from large villages or cities. We feel great reluctance in allowing boys to return to their former homes in cities or large towns, as they usually fall at once into the company of those who caused, or at least helped them in their vicious course before. It will be seen by the Superintendent's report, herewith submitted, that we have received during the year 115 new boys, and 149 have been placed out or returned conditionally to their parents or friends. The price (fifty cents per week) now charged by the State to the various cities and towns for the boys belonging to them in the institution, seems entirely too low; it was fixed when the cost of all articles of food and clothing were less than half their present value, and we respectfully submit whether it would not be wise and just to advance the charge so as to require cities and towns to pay at least half the cost of supporting them. Boys are frequently sent here with minds so feeble that they more properly should be sent to the almshouses of the places where they belong, and in some cases it would be far better for the boys, and we think it would be done did it not cost more than fifty cents per week to support them there.

It has been felt for a long time that the yard room of the institution, 120 feet by 80 feet, in which about two hundred and fifty boys must take all their exercise and have their play, is quite too limited for that purpose, and to the crowded state of this play-ground we attribute many of the accidents, resulting frequently in broken limbs. Our Physician also assures us that the health of the boys would be improved by a larger place for their sports; we have therefore taken measures to have about one acre inclosed with a suitable fence for this purpose.

A large sum of money has been required to carry on the farm, from year to year, and it is believed no profit has been derived from it; and while the fruit and vegetable gardens, cultivated by the boys, will be extended as much as possible, the farming by hired labor will be reduced, and a portion of the least valuable part of the stock of cattle will be disposed of

so as to reduce their numbers to the actual wants of the institution.

In September last, the Rev. J. H. Bradford was engaged as Chaplain and Assistant-Superintendent, and has performed the duties of those offices to our satisfaction. Our Sabbath school, under his care, is fully up to our expectations, and we extend our thanks to our friends in Westborough village for the interest manifested in our school, who have for many years given us the benefit of their instruction, and we hope their religious teachings may accomplish much good.

Our day schools, although we think they will compare favorably with those of a similar class and grade of scholars in the State, do not come up to the high standard we desire, and we propose making such changes in the hours of study as will in our judgment best subserve the interest of the schools.

The amount received for the labor of the boys is still too low, and every exertion is being made to increase it. We refer you to the accompanying reports of the Superintendent, Treasurer and other officers for a more detailed statement of the operations under their several departments.

The buildings of the institution are all in good order, the land is in good condition, and the crops, as will be seen by the various reports, have been good.

Our stock of cattle and swine were never better in quality, having been entirely free from disease in any form.

All of which is respectfully submitted.

HARMON HALL,  
GEO. C. DAVIS,  
JOHN AYRES,  
E. A. GOODNOW,  
L. L. GOODSPEED,  
STEPHEN G. DEBLOIS,  
HENRY CHICKERING,  
*Trustees.*

## TREASURER'S REPORT.

To the Hon. ALEXANDER H. BULLOCK, *Governor, and the  
Executive Council of the Commonwealth.*

The Treasurer of the State Reform School respectfully presents his Twenty-Second Annual Report.

He charges himself for the fiscal year ending 30th September, 1868, as follows:—

Received of State treasurer, from the appropriation for 1867, as follows:—

_____	,	.	.	.	.	.	\$4,574	15	
_____	,	.	.	.	.	.	10,172	80	
_____	,	.	.	.	.	.	250	00	
_____	,	.	.	.	.	.	1,460	69	
_____	,	.	.	.	.	.	1,242	51	
									\$17,700 15

Appropriation for 1868,—

April,	.	.	.	.	.	.	\$10,543	85	
June,	.	.	.	.	.	.	3,961	96	
July,	.	.	.	.	.	.	7,929	21	
October,	.	.	.	.	.	.	11,208	37	
									33,643 39
October,—Special appropriation for bedding,	.	.	.	.	.	.		457	18
									\$51,800 72

For amount received for labor of boys,	\$3,225	58	
sundries sold from farm and garden,	2,750	47	
sales from the institution and sundries,		788	76

\$6,764 81

For amount received from cities and towns for support of boys, as per schedule,	.	.	.	.	.	.	8,823	50	
									15,588 31
									\$67,889 03

And he credits himself for the following :—

For provisions and groceries, . . .	\$16,542 64	
clothing, . . . . .	3,201 24	
leather and tools for shoe-shop, . .	819 37	
fuel and lights, . . . . .	1,160 21	
general repairs, . . . . .	3,440 33	
salaries and wages, . . . . .	12,356 90	
furniture, . . . . .	1,729 36	
bedding, . . . . .	1,333 62	
school-books and stationery, . .	619 93	
postage, . . . . .	63 10	
hospital expenses, . . . . .	67 37	
travelling expenses, . . . . .	159 82	
trustees' expenses, . . . . .	415 68	
R. R. transportation, . . . . .	496 38	
farm expenses, . . . . .	8,265 46	
miscellaneous, . . . . .	1,129 41	
	<hr/>	
	\$51,800 82	
Less not allowed by auditor, . . .	10	
	<hr/>	\$51,800 72
Paid State treasurer amount received for sales, labor of boys, and sundries, since last report, . .	\$6,764 81	
Paid State treasurer amount received for support of boys, . . . . .	8,823 50	
	<hr/>	15,588 31
		<hr/>
		\$67,389 03

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, Sept. 30, 1868.

We hereby certify that we have examined the foregoing account of the Treasurer, and find the same correct, and properly vouched.

STEPHEN G. DEBLOIS,  
E. A. GOODNOW,  
*Auditing Committee.*

WESTBOROUGH, October 21, 1868.

*Groceries and Provisions include*

611	barrels flour, . . . . .	\$7,038 74
323	bags meal, . . . . .	951 45
13	barrels hominy, . . . . .	142 24
120	pounds hops, . . . . .	48 25
209	“ middlings, . . . . .	6 43
4	bushels malt, . . . . .	11 90
8	barrels crackers and buns, . . . . .	67 00
1,458	pounds rice, . . . . .	145 97
130	bushels rye, . . . . .	239 48
20,806	pounds beef, . . . . .	2,535 47
688	“ veal, . . . . .	108 18
1,000	“ mutton, . . . . .	95 80
26	“ ham, . . . . .	5 20
10,865	“ fish, . . . . .	519 23
266	“ poultry, . . . . .	55 26
242	“ lard, . . . . .	49 73
4	gallons oysters, . . . . .	6 80
12	hogsheads 6 barrels molasses, . . . . .	1,097 65
25	barrels sugar, . . . . .	887 39
330	pounds coffee, . . . . .	95 94
160	“ tea, . . . . .	148 53
77	“ chocolate, . . . . .	30 45
7	barrels barley coffee, . . . . .	92 74
1	barrel rye “ . . . . .	10 87
29½	dozen eggs, . . . . .	12 66
1	barrel sal soda, . . . . .	8 95
2,160	pounds butter, . . . . .	877 90
197	“ cheese, . . . . .	32 66
103	bushels beans, . . . . .	430 73
194	“ potatoes, . . . . .	134 84
1	barrel sweet potatoes, . . . . .	4 00
94	gallons vinegar, . . . . .	39 95
	Making cider, . . . . .	7 50
	Filling ice-house, . . . . .	52 00
1,450	pounds soap, . . . . .	111 38
3	casks potash, . . . . .	99 63
4	pounds indigo, . . . . .	6 55

3	boxes starch, . . . . .	\$14 87
33	bags salt, . . . . .	78 90
112	pounds saleratus, . . . . .	8 40
25	" cream tartar, . . . . .	12 50
1	box sago, . . . . .	3 22
3	boxes pepper, . . . . .	23 12
4	pounds nutmegs, . . . . .	5 20
47	" prunes, . . . . .	7 32
175	" dried apples, . . . . .	22 30
1	bushel cranberries, . . . . .	3 25
6	boxes 1 keg raisins, . . . . .	36 48
	Peanuts and candy, . . . . .	14 90
5	boxes corn starch, . . . . .	25 30
	Butchering, . . . . .	27 00
	Mustard, . . . . .	7 17
	Sundries, . . . . .	15 88
8	bags peas, . . . . .	27 38
Total, . . . . .		\$16,542 64

*Improvement and Repairs include*

Labor and material, . . . . .	\$1,847 87
Steam-pipe and fittings, . . . . .	229 13
Machinists' tools, . . . . .	2 32
Locks, . . . . .	20 95
Paper hangings, . . . . .	48 33
Paints, oil, &c., . . . . .	165 48
Mason work, . . . . .	146 75
Glass, . . . . .	56 90
Pump, lead pipe and plumbing, . . . . .	569 92
Steam pump, . . . . .	80 55
Sundries, . . . . .	272 13
Total, . . . . .	\$3,440 33

*Clothing includes*

649 $\frac{1}{2}$	yards jacket cloth, . . . . .	\$396 79
1,718 $\frac{1}{2}$	" pant " . . . . .	943 80
240	" canvas and drilling, . . . . .	148 78
782	" jeans, . . . . .	170 46
32	jackets, . . . . .	74 00

1,869	yards cotton cloth, . . . . .	\$344 26
90	“ table linen, . . . . .	105 17
	Suspenders, . . . . .	28 70
	Towels, . . . . .	13 75
306	yards crash, . . . . .	39 51
	Apprentices' clothing, . . . . .	47 34
54	dozen caps, . . . . .	281 12
28	“ hats, . . . . .	49 00
1	“ mittens, . . . . .	4 00
72½	“ socks, . . . . .	277 42
	Handkerchiefs and cravats, . . . . .	49 50
	Boots, . . . . .	11 50
	Shoe-strings, . . . . .	15 00
47½	pounds linen thread, . . . . .	73 05
26	“ white cotton thread, . . . . .	36 24
5	M needles, . . . . .	5 86
37	gross buttons, . . . . .	18 82
1½	dozen shears, . . . . .	5 13
1,000	combs, . . . . .	34 00
	Pins, \$1.20 ; sundries, \$26.89, . . . . .	28 09
Total, . . . . .		<hr/> \$3,201 24

*Shoe Account includes*

105	sides leather, . . . . .	\$709 75
	Nails, . . . . .	33 63
	Rivets and burrs, . . . . .	4 15
	Thread, . . . . .	1 95
	Knives, . . . . .	10 57
	Oil and blacking, . . . . .	8 83
	Sundries, . . . . .	50 49
Total, . . . . .		<hr/> \$819 37

*Fuel and Lights include*

81	tons coal, . . . . .	\$618 82
	Freight on coal, . . . . .	140 00
12	barrels kerosene oil, . . . . .	267 81
47½	gallons oil, . . . . .	42 30
12½	cords wood, . . . . .	88 38

Matches, . . . . .	\$2 90
Total, . . . . .	<u>\$1,160 21</u>

*Furniture includes*

286 yards carpeting, . . . . .	\$569 06
Curtain fixtures, . . . . .	20 81
Damask cloth, . . . . .	25 88
Rubber hose, &c., . . . . .	21 02
Baskets, . . . . .	33 45
19 dozen brooms, . . . . .	73 50
26 " brushes, . . . . .	86 05
Repairing furniture, . . . . .	57 14
Sink and table, . . . . .	6 90
12½ dozen pails, . . . . .	38 37
Clothes-pins and tub, . . . . .	2 75
33 dozen chimneys, . . . . .	29 20
Lanterns, . . . . .	8 84
Lamps, . . . . .	14 85
Tin and iron-ware, . . . . .	171 99
Crockery and glass-ware, . . . . .	349 55
Knives, forks and spoons, . . . . .	3 25
Coal-hods, . . . . .	6 75
Sewing machine, . . . . .	55 00
Bedsteads, . . . . .	10 00
Sundries, . . . . .	145 00
Total, . . . . .	<u>\$1,729 36</u>

*Bedding includes*

2,571½ yards sheeting, . . . . .	\$570 04
Thread and needles, . . . . .	49 16
1,831½ yards ticking, . . . . .	430 58
22,131 pounds oat-straw, . . . . .	198 48
Quilts, . . . . .	6 68
Comfortables, . . . . .	27 92
Blankets, . . . . .	49 26
Sundries, . . . . .	1 50
Total, . . . . .	<u>\$1,333 62</u>



*Farm and Garden Expenses include*

Garden seeds, . . . . .	\$47 32
Roots and flower seeds, . . . . .	68 00
Potatoes, . . . . .	29 00
Shrubs and plants, . . . . .	49 09
Ashes, . . . . .	250 04
Sawdust, . . . . .	12 52
4,800 pounds plaster, . . . . .	21 60
86 bags refuse hair, . . . . .	63 22
937 pounds super-phosphate, . . . . .	92 61
38,174 pounds meadow-hay and straw, . . . . .	209 01
Grain, . . . . .	2,544 55
Medical attendance on cow, . . . . .	13 15
3 yoke oxen, . . . . .	714 50
1 swine, . . . . .	20 00
Hens, . . . . .	14 25
Hoes, . . . . .	32 50
Rakes, . . . . .	43 16
Trowels, . . . . .	2 08
Forks, . . . . .	25 73
Hay-forks, . . . . .	30 10
Shovels, . . . . .	56 37
Sundry tools, . . . . .	77 39
Repairing carts and tools, . . . . .	76 06
Repairing harnesses, . . . . .	46 88
Blacksmithing, . . . . .	230 55
Swill milk, . . . . .	94 22
Board of laborers, . . . . .	663 45
Wages, . . . . .	2,352 72
Pasturing cattle, . . . . .	122 38
Sundry expenses, . . . . .	263 01
Total, . . . . .	<hr/> \$8,265 46

*School-Books and Stationery include*

School-books, . . . . .	\$225 08
Library books, . . . . .	40 96
Writing paper, . . . . .	41 14
Envelopes, . . . . .	21 85
Blank books, . . . . .	118 10

Writing books, . . . . .	\$57 75
Pens and pencils, . . . . .	14 62
Ink, . . . . .	9 50
Crayons, . . . . .	2 59
Sundries, . . . . .	88 34
<b>Total, . . . . .</b>	<b>\$619 93</b>

*Miscellaneous includes*

Returning elopers, . . . . .	\$150 60
Conveying S. S. teachers, . . . . .	150 00
Grain for horses, . . . . .	197 99
Wolf robe, . . . . .	30 00
Blacksmithing, . . . . .	110 10
Repairing carriages, . . . . .	18 33
Appraising property, . . . . .	100 00
Papers and magazines, . . . . .	56 64
4 Fire extinguishers, . . . . .	218 00
Sundries, . . . . .	97 75
<b>Total, . . . . .</b>	<b>\$1,129 41</b>

## STATEMENT

*Of Cash received during the year ending June 30th, 1868, from Cities and Towns for support of Boys at the State Reform School.*

Abington, . . . .	\$55 79	Holyoke, . . . .	\$26 00
Adams, . . . .	44 50	Hopkinton, . . . .	107 50
Agawam, . . . .	24 50	Hudson, . . . .	26 00
Athol, . . . .	6 50	Huntington, . . . .	18 93
Attleborough, . . . .	6 50	Lancaster, . . . .	8 21
Auburn, . . . .	16 43	Lawrence, . . . .	134 01
Belchertown, . . . .	16 07	Lee, . . . .	39 00
Beverly, . . . .	13 00	Lenox, . . . .	186 02
Blackstone, . . . .	26 00	Leominster, . . . .	26 00
Boston, . . . .	2,247 79	Lexington, . . . .	12 50
Braintree, . . . .	91 57	Lowell, . . . .	106 93
Brighton, . . . .	26 00	Lynn, . . . .	126 22
Brookfield, . . . .	48 71	Malden, . . . .	222 22
Brookline, . . . .	10 72	Mansfield, . . . .	34 57
Cambridge, . . . .	253 00	Marblehead, . . . .	106 50
Canton, . . . .	87 43	Marshfield, . . . .	15 50
Charlestown, . . . .	211 66	Mattapoisett, . . . .	17 50
Chatham, . . . .	26 00	Methuen, . . . .	26 00
Chelsea, . . . .	265 29	Middleborough, . . . .	3 93
Chicopee, . . . .	39 00	Milford, . . . .	57 86
Clinton, . . . .	86 86	Montague, . . . .	21 20
Cohasset, . . . .	25 29	Monterey, . . . .	26 00
Dalton, . . . .	17 86	New Bedford, . . . .	124 93
Danvers, . . . .	93	Needham, . . . .	4 29
Dartmouth, . . . .	30 14	Newburyport, . . . .	55 71
Dedham, . . . .	68 29	Newton, . . . .	164 93
Dennis, . . . .	10 00	Northampton, . . . .	23 64
Dorchester, . . . .	77 93	Norton, . . . .	43 29
Easton, . . . .	21 64	North Bridgewater, . . . .	30 50
Fairhaven, . . . .	25 57	Otis, . . . .	33 79
Fall River, . . . .	229 14	Pittsfield, . . . .	188 99
Foxborough, . . . .	26 00	Plymouth, . . . .	110 65
Franklin, . . . .	76 21	Quincy, . . . .	30 89
Georgetown, . . . .	32 64	Randolph, . . . .	30 86
Gloucester, . . . .	131 86	Raynham, . . . .	12 00
Great Barrington, . . . .	47 50	Rockport, . . . .	43 00
Greenfield, . . . .	15 57	Roxbury, . . . .	183 76
Groton, . . . .	26 00	Salem, . . . .	380 85
Halifax, . . . .	19 50	Sandwich, . . . .	124 21
Hanover, . . . .	1 00	Sharon, . . . .	26 00
Haverhill, . . . .	100 71	Sheffield, . . . .	26 00

Somerville, . . . .	\$34 86	Waltham, . . . .	\$94 50
Southborough, . . . .	6 43	Warren, . . . .	8 57
South Danvers, . . . .	35 14	Westborough, . . . .	34 64
South Hadley, . . . .	32 50	West Brookfield, . . . .	26 00
Springfield, . . . .	69 50	Westfield, . . . .	63 50
Stockbridge, . . . .	49 86	West Stockbridge, . . . .	16 93
Stoneham, . . . .	26 71	West Roxbury, . . . .	19 50
Stoughton, . . . .	39 00	Weymouth, . . . .	31 85
Stow, . . . .	23 86	Winchendon, . . . .	26 00
Sturbridge, . . . .	11 37	Winchester, . . . .	95 72
Swampscott, . . . .	13 50	Winthrop, . . . .	26 00
Taunton, . . . .	139 57	Woburn, . . . .	37 93
Templeton, . . . .	19 50	Worcester, . . . .	233 21
Uxbridge, . . . .	7 86		
Walpole, . . . .	26 00		<hr/> \$8,823 50

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, September 30, 1868.

## LYMAN FUND.

Amount of income on hand as per last report, . . \$1,408 86

1868.

January 18.—Received dividend No. 65 Boston and Worcester R. R., . . . . .	335 00
February 1.—Received dividend Fitchburg R. R., .	212 00
“ 1.—Received of Boston and Albany R. R. B. and W. stock exchanged, . . .	670 00
July 30.—Received dividend Fitchburg R. R., . .	212 00
“ 30.—Received dividend Boston and Albany R. R.,	335 00
	<hr/> \$3,172 86

CR.

Bills paid per vote of Trustees as follows:—

1868.

January 24.—S. C. Perkins for musical instruments and instructing boys, . . . . .	\$404 00
“ 24.—Wright & Potter, printing reports, .	68 85
April 28.—S. C. Perkins, instructing boys, . .	104 32
“ 28.—21 rights Boston and Albany R. R., .	78 75
“ 28.—Boston and Albany R. R. 1st and 2d in- stalments on stock, . . . . .	800 00
August 1.—S. C. Perkins teaching boys music, .	148 50
“ 1.—B. and A. R. R. 4 packages tickets for S. C. Perkins, . . . . .	62 00
September 30.—Cash on hand, . . . . .	1,506 44
	<hr/> \$3,172 86

The nominal value of this fund was \$20,000.00, and is now invested as follows:—

Fifty-three shares Fitchburg R. R. stock, cost . . .	\$5,861 67
Seventy-five shares Boston and Albany R. R. stock, cost	7,878 00
\$8,000 first mortgage bonds of the Rutland and Bur- lington R. R., cost . . . . .	7,853 33
	<hr/> \$21,593 00 *

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, September 30, 1868.

We certify that we have examined the foregoing account, and find it correct.

STEPHEN G. DEBLOIS,  
E. A. GOODNOW,  
*Auditing Committee.*

WESTBOROUGH, October 6, 1868.

## MARY LAMB FUND.

Principal in U. S. 5-20 bond, 1867,	. . . . .	\$1,000 00
Amount of income on hand, as per last report,	. . .	\$240 28
Received for January and July coupons,	. . . 83 24	
	<hr/>	\$323 52
Cash on hand,	. . . . .	\$323 52

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, September 30, 1868.

We certify that we have examined the foregoing account, and find it correct.

STEPHEN G. DEBLOIS,  
E. A. GOODNOW,  
*Auditing Committee.*

WESTBOROUGH, October 6, 1868.

## SUPERINTENDENT'S REPORT.

*To the Trustees of the State Reform School.*

GENTLEMEN:—The following statistical tables and statements are respectfully submitted as showing the condition of the school, September 30, 1868.

TABLE NO. 1,

*Showing the number received and discharged and the general condition of the School for the year ending September 30, 1868.*

Boys in school September 30, 1867, . . . . .	319
since committed, . . . . .	115
received from Nautical School, . . . . .	
Apprentices returned by masters, . . . . .	16
voluntarily, . . . . .	23
having left places, . . . . .	11
	165
Whole number in school during the year, . . . . .	484
Apprenticed, . . . . .	84
Released on probation, . . . . .	65
Transferred to Monson Primary School, . . . . .	10
to Worcester Hospital, . . . . .	1
Eloped, . . . . .	2
Died, . . . . .	1
	163
Remaining in school, September 30, 1868, . . . . .	321

TABLE No. 2,  
*Showing the Admissions, Number Discharged, and average Number  
 for each month.*

MONTHS.	Admitted.	Discharged.	Average number.
October, . . . . .	19	11	322.
November, . . . . .	9	6	329.
December, . . . . .	10	4	331.
January, . . . . .	9	7	337.
February, . . . . .	9	5	341.
March, . . . . .	9	12	341.
April, . . . . .	10	39	328.
May, . . . . .	17	20	308.
June, . . . . .	18	13	309.
July, . . . . .	20	15	316.
August, . . . . .	17	11	318.
September, . . . . .	18	20	326.
Totals, . . . . .	165	163	325.5

TABLE No. 3,  
*Showing the Commitments from the several Counties the past year  
 and previously.*

COUNTIES.	Past year.	Previously.	Totals.
Barnstable, . . . . .	1	24	25
Berkshire, . . . . .	5	149	154
Bristol, . . . . .	6	302	308
Dukes, . . . . .	—	5	5
Essex, . . . . .	14	607	621
Franklin, . . . . .	1	32	33
Hampden, . . . . .	1	201	202
Hampshire, . . . . .	3	53	56
Middlesex, . . . . .	25	616	641
Nantucket, . . . . .	—	16	16
Norfolk, . . . . .	11	352	363
Plymouth, . . . . .	5	54	59
Suffolk, . . . . .	34	768	802
Worcester, . . . . .	9	346	355
Totals, . . . . .	115	3,525	3,640



TABLE No. 4,

*Showing the disposal of those Discharged the past year and previously.*

DISPOSAL.	Past year.	Previously.	Totals.
Discharged by Board of Trustees, . . .	1	611	612
by expiration of sentences, . . .	-	324	324
Remanded to alternative sentence, . . .	-	134	134
Returned to masters, . . .	-	20	20
Discharged by order of Court, . . .	-	11	11
Com'd to State Lunatic Hospital at Worcester,	1	2	3
Disch'd to be tried for burning the institution,	-	6	6
Pardoned by the Executive, . . .	-	6	6
Released on probation, . . .	65	413	478
Transferred to Nautical School, . . .	-	172	172
" by Executive, . . .	10	-	10
Escaped, . . .	2	41	43
Died, . . .	1	57	58
On trial, . . .	18	-	18
Indentured to Bakers, . . .	-	1	1
Barbers, . . .	-	25	25
Blacksmiths, . . .	2	18	20
Boiler-makers, . . .	-	2	2
Bookbinders, . . .	1	1	2
Brass Founders, . . .	-	2	2
Brickmakers, . . .	-	1	1
Broom-makers, . . .	-	1	1
Butchers, . . .	-	6	6
Cabinet-makers, . . .	-	11	11
Calico printers, . . .	-	2	2
Carpenters, . . .	-	61	61
Caterers, . . .	-	1	1
Cigar-makers, . . .	-	1	1
Clergymen, . . .	-	1	1
Clerks, . . .	-	14	14
Comb-makers, . . .	-	5	5
Coopers, . . .	-	10	10
Cotton manufacturers, . . .	-	10	10
Daguerreotypeists, . . .	-	1	1
Engineers, . . .	-	1	1
Engravers, . . .	-	1	1
Farmers and Gardeners, . . .	50	811	861
Farmers and Shoemakers, . . .	-	90	90
File-makers, . . .	-	2	2
Fresco-cleaners, . . .	-	1	1
Glass-blowers, . . .	-	1	1
Gun and Locksmith, . . .	-	1	1
Harness-makers, . . .	-	6	6
Hotel Keepers, . . .	-	1	1
Japanners, . . .	-	1	1
Jewellers, . . .	-	3	3
Lumber Dealers, . . .	-	1	1
Machine Card-makers, . . .	-	1	1

TABLE No. 4.—Concluded.

DISPOSAL.	Past year.	Previously.	Totals.
Indentured to Machinists, . . . . .	—	22	22
Mahogany Chair-makers, . . . . .	—	2	2
Marble-workers, . . . . .	—	4	4
Masons, . . . . .	—	21	21
Merchants, . . . . .	—	8	8
Millers, . . . . .	—	3	3
Moulders, . . . . .	—	7	7
Mule-spinners, . . . . .	—	1	1
Nail-cutters, . . . . .	—	1	1
Painters, . . . . .	—	21	21
Paper-hangers, . . . . .	—	2	2
Piano-forte makers, . . . . .	—	1	1
Plumbers, . . . . .	1	2	3
Pocket-book makers, . . . . .	—	1	1
Printers, . . . . .	—	7	7
Prussian-blue manufacturer, . . . . .	—	1	1
Pump and Block-maker, . . . . .	—	1	1
Reed and Harness-maker, . . . . .	—	1	1
Rigger, . . . . .	—	1	1
Rope-makers, . . . . .	—	2	2
Sail-makers, . . . . .	—	4	4
Saw maker, . . . . .	—	1	1
School, &c., attend, . . . . .	—	188	188
Sea Captains, . . . . .	—	15	15
Ship Carpenter & B't Builders, . . . . .	—	6	6
Shoe Tool-makers, . . . . .	—	3	3
Silver-platers, . . . . .	—	7	7
Sleigh-makers, . . . . .	—	1	1
Soap and Candle-makers, . . . . .	—	1	1
Spool-makers, . . . . .	—	1	1
Stone-cutters, . . . . .	—	7	7
Shoemaking, . . . . .	10	521	531
Stereotyping, . . . . .	—	9	9
Tack-makers, . . . . .	—	2	2
Tailors, . . . . .	—	2	2
Tanners and Curriers, . . . . .	1	18	19
Teamsters, . . . . .	—	3	3
Tin and Coppersmiths, . . . . .	—	6	6
Trunk-makers, . . . . .	—	4	4
Upholsterers, . . . . .	—	1	1
Veneer Sawyer, . . . . .	—	1	1
Wheelwrights, . . . . .	—	14	14
Wire Workers, . . . . .	—	1	1
Wood Turners, . . . . .	—	2	2
Woollen Weavers, . . . . .	—	3	3
Totals, . . . . .	163	3,823	3,975

TABLE No. 5,

*Showing the length of time the boys have been in the Institution who left the past year, and since November 30, 1853.*

T I M E.					Past year.	Previously.	Totals.
In school less than 1 month,	.	.	.	.	1	20	21
1 month, .	.	.	.	.	1	28	29
2 months,	.	.	.	.	1	35	36
3 "	.	.	.	.	—	29	29
4 "	.	.	.	.	2	36	38
5 "	.	.	.	.	—	35	35
6 "	.	.	.	.	2	37	39
7 "	.	.	.	.	—	33	33
8 "	.	.	.	.	—	51	51
9 "	.	.	.	.	2	44	46
10 "	.	.	.	.	1	58	59
11 "	.	.	.	.	1	71	72
12 "	.	.	.	.	7	189	196
13 "	.	.	.	.	2	91	93
14 "	.	.	.	.	6	91	97
15 "	.	.	.	.	3	76	79
16 "	.	.	.	.	5	74	79
17 "	.	.	.	.	1	82	83
18 "	.	.	.	.	2	115	117
19 "	.	.	.	.	7	76	83
20 "	.	.	.	.	1	77	78
21 "	.	.	.	.	3	70	73
22 "	.	.	.	.	2	82	84
23 "	.	.	.	.	5	73	78
24 "	.	.	.	.	3	143	146
25 "	.	.	.	.	8	74	82
26 "	.	.	.	.	1	73	74
27 "	.	.	.	.	1	60	61
28 "	.	.	.	.	2	46	48
29 "	.	.	.	.	10	35	45
30 "	.	.	.	.	11	71	82
31 "	.	.	.	.	2	44	46
32 "	.	.	.	.	4	54	58
33 "	.	.	.	.	—	47	47
34 "	.	.	.	.	1	86	87
35 "	.	.	.	.	4	29	33
36 "	.	.	.	.	2	97	99
37 "	.	.	.	.	7	34	41
38 "	.	.	.	.	5	32	37
39 "	.	.	.	.	1	24	25
40 "	.	.	.	.	4	30	34
41 "	.	.	.	.	1	40	41
42 "	.	.	.	.	3	31	34
43 "	.	.	.	.	1	15	16
44 "	.	.	.	.	—	34	34
45 "	.	.	.	.	1	27	28

TABLE No. 5.—Continued.

TIME.						Past year.	Previously.	Totals.
In school 46 months,	.	.	.	.	.	2	38	85
47 "	.	.	.	.	.	1	80	81
48 "	.	.	.	.	.	1	42	43
49 "	.	.	.	.	.	4	28	27
50 "	.	.	.	.	.	—	17	17
51 "	.	.	.	.	.	1	22	23
52 "	.	.	.	.	.	—	16	16
53 "	.	.	.	.	.	2	17	19
54 "	.	.	.	.	.	1	13	14
55 "	.	.	.	.	.	—	12	12
56 "	.	.	.	.	.	2	22	24
57 "	.	.	.	.	.	—	16	16
58 "	.	.	.	.	.	—	13	13
59 "	.	.	.	.	.	3	15	18
60 "	.	.	.	.	.	—	8	8
61 "	.	.	.	.	.	—	5	5
62 "	.	.	.	.	.	1	12	13
63 "	.	.	.	.	.	—	6	6
64 "	.	.	.	.	.	6	9	15
65 "	.	.	.	.	.	—	9	9
66 "	.	.	.	.	.	—	10	10
67 "	.	.	.	.	.	—	5	5
68 "	.	.	.	.	.	4	3	7
69 "	.	.	.	.	.	1	9	10
70 "	.	.	.	.	.	—	7	7
71 "	.	.	.	.	.	—	8	8
72 "	.	.	.	.	.	2	6	8
73 "	.	.	.	.	.	—	4	4
74 "	.	.	.	.	.	—	—	—
75 "	.	.	.	.	.	—	2	2
76 "	.	.	.	.	.	1	1	2
77 "	.	.	.	.	.	2	1	3
78 "	.	.	.	.	.	—	2	2
79 "	.	.	.	.	.	—	3	3
80 "	.	.	.	.	.	1	4	5
81 "	.	.	.	.	.	—	4	4
82 "	.	.	.	.	.	—	1	1
83 "	.	.	.	.	.	—	—	—
84 "	.	.	.	.	.	—	—	—
85 "	.	.	.	.	.	—	—	—
86 "	.	.	.	.	.	—	3	3
87 "	.	.	.	.	.	—	—	—
88 "	.	.	.	.	.	—	—	—
89 "	.	.	.	.	.	—	—	—
90 "	.	.	.	.	.	—	2	2
91 "	.	.	.	.	.	—	—	—
92 "	.	.	.	.	.	—	1	1
93 "	.	.	.	.	.	—	—	—
94 "	.	.	.	.	.	—	—	—
95 "	.	.	.	.	.	—	—	—
96 "	.	.	.	.	.	—	5	5

TABLE No. 5.—Concluded.

TIME.							Past year.	Previously.	Totals.
In school 97 months,	.	.	.	.	.	.	—	—	—
98 "	.	.	.	.	.	.	—	1	1
99 "	.	.	.	.	.	.	—	—	—
104 "	.	.	.	.	.	.	—	1	1
110 "	.	.	.	.	.	.	—	1	1
117 "	.	.	.	.	.	.	—	1	1
Totals,	.	.	.	.	.	.	163	3,139	3,802

Average time in the institution of boys who left the past year, 2 years 8 months 6 days.

TABLE No. 6,

*Showing by what authority the Commitments have been made the past year.*

COMMITMENTS.										Past year.
By the Superior Court,	.	.	.	.	.	.	.	.	.	12
Justices of Superior Court,	.	.	.	.	.	.	.	.	.	—
Judges of Probate Court,	.	.	.	.	.	.	.	.	.	103
Transferred from Nautical School,	.	.	.	.	.	.	.	.	.	—
Total,	.	.	.	.	.	.	.	.	.	115

TABLE No. 7,

*Showing the Nativity of those Committed the past year and previously.*

NATIVITY.	Past year.	Previously.	Totals.
Born in Canada, . . . . .	1	31	32
England, . . . . .	1	68	69
France, . . . . .	—	1	1
Germany, . . . . .	—	5	5
Ireland, . . . . .	1	392	393
Italy, . . . . .	1	3	4
New Brunswick, . . . . .	1	57	58
Newfoundland, . . . . .	—	4	4
Nova Scotia, . . . . .	—	38	38
Prince Edward Island, . . . . .	—	1	1
Scotland, . . . . .	—	12	12
West Indies, . . . . .	—	2	2
Mexico, . . . . .	—	1	1
Foreigners, . . . . .	5	615	620
Born in Connecticut, . . . . .	—	54	54
District of Columbia, . . . . .	2	3	5
Georgia, . . . . .	—	3	3
Illinois, . . . . .	—	6	6
Kentucky, . . . . .	—	2	2
Louisiana, . . . . .	—	6	6
Maine, . . . . .	2	107	109
Maryland, . . . . .	—	6	6
Massachusetts, . . . . .	94	2,337	2,431
Michigan, . . . . .	—	2	2
Missouri, . . . . .	—	1	1
New Hampshire, . . . . .	4	89	93
New Jersey, . . . . .	—	13	13
New York, . . . . .	3	134	137
North Carolina, . . . . .	—	1	1
South Carolina, . . . . .	—	1	1
Ohio, . . . . .	—	1	1
Pennsylvania, . . . . .	—	16	16
Rhode Island, . . . . .	1	42	43
Vermont, . . . . .	—	42	42
Virginia, . . . . .	—	8	8
Wisconsin, . . . . .	—	2	2
Totals, . . . . .	106	2,876	2,982
Unknown, . . . . .	4	—	4
Foreigners, . . . . .	5	615	620
	115	3,491	3,606

TABLE No. 8,  
*Showing the Nativity of Parents of those committed the past year.*

NATIVITY.	Fathers.	Mothers.
Born in British America, . . . . .	1	2
at Sea, . . . . .	1	—
in England, . . . . .	2	2
France, . . . . .	2	—
Germany, . . . . .	1	3
Ireland, . . . . .	51	50
Scotland, . . . . .	1	1
Italy, . . . . .	1	1
Nova Scotia, . . . . .	—	2
Foreigners, . . . . .	60	61
Born in California, . . . . .	—	1
Maine, . . . . .	5	5
Massachusetts, . . . . .	18	23
New York, . . . . .	3	1
Louisiana, . . . . .	1	—
Vermont, . . . . .	—	1
Rhode Island, . . . . .	1	2
Kentucky, . . . . .	1	—
District of Columbia, . . . . .	—	1
Unknown, . . . . .	26	20
	115	115

TABLE No. 9,  
*Showing the Ages of Boys when committed.*

AGE.	Past year.	Previously.	Totals.
Six years, . . . . .	—	5	5
Seven years, . . . . .	4	20	24
Eight years, . . . . .	4	98	102
Nine years, . . . . .	6	206	212
Ten years, . . . . .	17	357	374
Eleven years, . . . . .	29	486	515
Twelve years, . . . . .	28	539	567
Thirteen years, . . . . .	22	610	632
Fourteen years, . . . . .	2	502	504
Fifteen years, . . . . .	3	532	535
Sixteen years, . . . . .	—	122	122
Seventeen years, . . . . .	—	40	40
Unknown, . . . . .	—	12	12
Totals, . . . . .	115	8,529	8,644

Average age when committed the past year, 11 years 15 days.

TABLE No. 10,  
*Showing the Domestic Condition, &c., of Boys committed during the year.*

CONDITION.	Number.
Had no parents, . . . . .	6
no father, . . . . .	22
no mother, . . . . .	18
step-father, . . . . .	5
step-mother, . . . . .	3
intemperate father, . . . . .	28
intemperate mother, . . . . .	20
parents separated, . . . . .	10
been arrested before, . . . . .	33
other members of family been arrested, . . . . .	24
used ardent spirits, . . . . .	6
used tobacco, . . . . .	9
Catholic parents, . . . . .	43
Protestant parents, . . . . .	54
parents own their residences, . . . . .	27



TABLE No. 10.—Continued.

*Occupation of the Fathers of the Boys sent here during the year, as far as can be ascertained.*

BUSINESS.	Number.	BUSINESS.	Number.
Barber, . . . .	1	Machinists, . . . .	6
Blacksmiths, . . . .	4	Masons, . . . .	4
Boot-makers, . . . .	9	Painters, . . . .	8
Carpenters, . . . .	4	Sailors, . . . .	8
Clerk, . . . .	1	Store-keeper, . . . .	1
Fishermen, . . . .	2	Teamsters, . . . .	3
Factory operative, . . . .	1	Tailor, . . . .	1
Gardeners, . . . .	2	Watchmen, . . . .	2
Hatter, . . . .	1	Wheelwright, . . . .	1
Hostler, . . . .	1	Unknown, . . . .	10
Laborers, . . . .	55		115

*Number of Towns lived in by the Boys received the past year.*

TOWNS.	Boys.	TOWNS.	Boys.
1, . . . . .	55	5, . . . . .	8
2, . . . . .	35	6, . . . . .	1
3, . . . . .	18		
4, . . . . .	3	Totals, . . . .	115

*Number of Tenements lived in by Boys received the past year.*

TENEMENTS.	Boys.	TENEMENTS.	Boys.
1, . . . . .	17	6, . . . . .	9
2, . . . . .	17	7, . . . . .	3
3, . . . . .	22	8, . . . . .	1
4, . . . . .	17		
5, . . . . .	15	Total, . . . .	101

TABLE No. 10.—Concluded.

*Amount of Rents paid by Parents of the Boys received during the past year, as near as can be ascertained.*

AMOUNT PER MONTH.	Boys' Parents.	AMOUNT PER MONTH.	Boys' Parents.
2.00, . . . .	1	\$5.50, . . . .	1
2.50, . . . .	1	6.00, . . . .	4
3.00, . . . .	2	7.00, . . . .	2
3.50, . . . .	1	8.00, . . . .	1
4.00, . . . .	9	12.00 and over, . .	10
5.00, . . . .	5		

TABLE No. 11,

*Showing for what those received during the past year were committed.*

CAUSES.	Number of Boys.
Breaking and entering, . . . . .	8
Placing sleeper on railroad track, . . . . .	1
Incendiarism, . . . . .	1
Larceny, . . . . .	21
Breaking windows, . . . . .	1
Runaway, . . . . .	10
Stubbornness, . . . . .	33
Disobedience, . . . . .	2
Stealing, . . . . .	29
Truancy, . . . . .	1
Vagrancy, . . . . .	7
Malicious mischief, . . . . .	1
Total, . . . . .	115

TABLE NO. 12,

*Showing the Average Employment of the Boys during the year.*


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Employed farming and gardening, . . . . .	84.
seating chairs, . . . . .	109.
making shoes, . . . . .	3.
in sewing, . . . . .	66.
in laundry, . . . . .	14.
in baking, cooking and care of dining room, . . . . .	14.
in domestic work, . . . . .	15.
at the steam-mill, . . . . .	2.
at miscellaneous work, . . . . .	4.
at miscellaneous farm work, . . . . .	9.
Confined to hospital, . . . . .	5.5
Total, . . . . .	325.5

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TABLE NO. 13,

*Showing the amount of Work done in Work-rooms.*


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In the Chair-Shop—Number of chairs seated, . . . . .	63,894
Number of backs filled, . . . . .	1,200
In the Laundry—Number of articles washed and ironed, . . . . .	97,681
In the Shoe-Shop—Number of shoes made, pairs, . . . . .	355
Number of shoes repaired, pairs, . . . . .	981
Slippers made, pairs, . . . . .	70
Mats made, . . . . .	52
Boxes made, . . . . .	7,444

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*In the Sewing and Knitting room.*

ARTICLES.	Made.	Repaired.
Aprons, . . . . .	35	78
Blankets, . . . . .	—	7
Collars, . . . . .	76	—
Counterpanes, . . . . .	97	86
Comforters, . . . . .	10	190
Carpets, . . . . .	1	—
Handkerchiefs, . . . . .	162	—
Holders, . . . . .	79	—
Hats bound, . . . . .	35	—
Jackets, . . . . .	670	962
Mattresses, . . . . .	—	5
Mittens, . . . . .	44	—
Napkins, . . . . .	90	—
Pantaloon, pairs, . . . . .	919	1,912
Pillows, . . . . .	74	78
Pillow-cases, . . . . .	236	121
Shirts, . . . . .	754	6,892
Sheets, . . . . .	428	1,080
Stockings, pairs, . . . . .	—	2,445
Suspenders, pairs, . . . . .	277	45
Towels, . . . . .	483	15
Ticks, Bed, . . . . .	275	112

We have not committed to our hands the being as it came from the hands of its Creator, but dwarfed and distorted in the schools of disobedience and vice. Ours is the work, if possible, to correct the evils thus taught, and elevate them to a higher grade of morality. In this work of correcting the errors of an early education, it is important to have a correct system of discipline. "Order is Heaven's first law." It should be mild yet effective. This end cannot be attained by the rod alone. Moral means should be used, in all cases, where it is possible. It is not enough to address them at stated periods upon moral and religious truths and leave the result. They need "Line upon line, and precept upon precept; here a little, and there a little." Officers who have no time or inclination for individual effort, in imparting moral instruction by personal conversation, as a means of reformation and discipline, have missed their calling, and should give place to others who have an appreciation of the work. Corporal punishment, if used at all, should only be employed as a last resort. Infliction of physical pain was, undoubtedly, the only correction for misconduct in their previous

training. Under such a discipline their course was from "bad to worse," sinking lower and lower in immorality, until at last this institution became their home, and the State their guardian. Under this new guardianship and protection a more enlightened view of reformation and correction should be practised, and the former method only when kind words and patient remonstrances have failed.

The devotional and chapel exercises have been conducted by the Chaplain in an acceptable manner, and it is to be hoped that the good seed sown will produce an abundant harvest. You are referred to his report for the moral and religious standing of the School.

To those ladies and gentlemen of Westborough, who from Sabbath to Sabbath have come up here to impart religious instruction to the erring, our thanks are due for their labor of love. Imparting religious knowledge never impoverishes, but enriches. In blessing others they will be doubly blessed, and in due time will receive their reward.

The schools are under the tuition of good teachers. During the summer and fall, the work of the farm and the gardens is pressing, and the schools necessarily more or less interfered with. Considering the interruptions, the improvement has been as good as could have been reasonably expected. The time will soon come when they will have less interference, and then especial attention will be given to them. We hope, aye, we confidently expect, to advance them to a materially higher grade of attainment. We believe that both the teachers and pupils are ready to put forth their efforts to attain an advanced position.

The band, under the instruction of Mr. S. G. Perkins, of North Bridgewater, has made excellent improvement, and on several occasions, under the lead of Mr. Rice, has received, and we think merited, commendation for their musical performances and good conduct.

The holidays have been observed as usual. The celebration of the Fourth of July, closing with fireworks in the evening, was exceedingly gratifying to both officers and pupils.

The productions of the farm and the gardens may not have been as remunerative as during some former years, yet upon the whole there has been, in most instances, a good return for

the expense and labor bestowed upon them. For more minute details, you are referred to the reports of the Farmer and the Masters who are at the head of the family houses.

Good health has generally prevailed among the boys. From accident or carelessness in using the gymnasium, there have been several limbs fractured. But one death has occurred during the year. For further particulars, you are referred to the Physician's report.

Our thanks are due to the Hon. Charles Sumner and Hon. B. F. Butler, for documents received from them. The editors and publishers of the "Berkshire County Eagle," "Salem Register," and the "Sabbath School Gazette," place us under renewed obligations for copies of their papers.

In closing my Report, it gives me pleasure to say that the officers and overseers have generally been faithful and efficient. Without their cheerful co-operation, the position of Superintendent would be arduous indeed.

Thanking you, gentlemen, for your advice and co-operation, I remain,

Yours, very respectfully,

BENJAMIN EVANS,  
*Superintendent.*

STATE REFORM SCHOOL, }  
WESTBOROUGH, September 30, 1868. }

## PHYSICIAN'S REPORT.

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*To the Trustees of the State Reform School.*

GENTLEMEN :—I lay before you a condensed statement of the sanitary condition of the boys connected with this institution during the year.

About an average state of health has been maintained, and but one death has occurred. A boy died in June of pyemia, or blood-poisoning, a disease arising from the absorption into the circulation of pus from a wound. Ophthalmia, which prevailed here so extensively last year, numbers but four cases the present year. The more complete isolation of these cases may have added somewhat to the chances of escape from invasion of the disease. Two have had pneumonia; three have had acute rheumatism, and two chronic; one had an extensive scald, and one had croup. One boy was very sick for several days with congestion of the brain.

I regret to record four fractures in the gymnasium—two of the forearm near the wrist, one of the arm near the shoulder, and one of the arm and forearm at the elbow joint. In the last mentioned, the natural movements of the joint will not be fully restored.

Several cases of dislocations and sprains, and other casualties, from various causes, have occurred to detain the patients from labor and school for remedial treatment.

Respectfully submitted.

H. H. RISING.

WESTBOROUGH, September 29, 1868.

## CHAPLAIN'S REPORT.

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WESTBOROUGH, September 30, 1868.*To the Honorable Board of Trustees State Reform School.*

GENTLEMEN:—It becomes my duty to report to you the moral condition and progress of the inmates of this institution.

The moral, mental and physical well-being, especially of children, is so intimately connected, that a history of one cannot be complete without a history of the others.

Most of these boys, in common with other children, need training in knowledge. "Add to your faith virtue, and to virtue knowledge." In order to be induced to do right, they must have a knowledge of right and wrong actions, and the consequences of each, vividly and constantly impressed upon them. They must understand the relations that exist between themselves and their Creator in order to respect and love Him, and yield themselves to those impulses which are right in His sight. They must have knowledge of the misery and sorrow which sin produces in order to be restrained from evil, on the one hand, and must learn the happiness consequent upon right doing, both here and hereafter, on the other hand, to be inclined to do it.

It has been our aim, therefore, to make the study of the Bible interesting, so that it would be remembered; also to give the boys a good knowledge of its contents, as expressing the will of the Being who controls their destiny. We believe this to be the true source of reform. When men fear God, in the Bible sense, they conform their actions to his standard, and not only become respectable citizens, but bless the world.

As with the mental, so the moral condition of these boys shows great neglect. They are like a garden overgrown with weeds,—one can hardly discover what good seed has been sown. The weeds must be carefully uprooted, and truth implanted,



watered, nourished, until the unsightly garden becomes beautiful with plants and flowers, noticed by those passing as filled with pleasant fruits and sweet odors.

This is a work of time. It needs, in nature, rain and sunshine both; strong winds, to cause deep roots, and strong heat, to cover the ground with verdure.

These boys need kindness in dealing, combined with firmness in government—the former almost useless without the latter, as sunshine without rain—to promote a well-developed manhood. They should be treated as a kind and judicious father treats his own children; he restrains them, else he knows they are ruined; he tempers all his conduct towards them with the sincerest love. How should I treat this case if it were my own child? will solve most questions of discipline.

No sane man allows his children to grow up in constant disobedience. If they have no respect for his authority, they will have none for human or divine law, and will surely be criminals. Everything that concerns the boys should be conformed to this rule—their associates, their work, their play and exercise, their clothing and food. Their officers cannot be too gentlemanly, too refined, their work too agreeable, their play too enjoyable, their studies too attractive, their food too wholesome and well prepared. The best air is none too pure, the most substantial clothing none too comfortable. “Pass through this life as best they may, they’ll have enough to bear.”

If boys have not sufficient accommodations to keep themselves clean and tidy; if they are exposed to unwholesome odors, or kept confined in a very uncomfortable position, it is useless to talk to them about their souls. The chaplain’s work is a very important one, but it must be followed up by every influence and surrounding to enforce it, else it is almost lost.

These are our ideas. How have they been carried into practice the past year? By making devotional exercises as pleasant and profitable as possible, both by proper selections of scripture, and by questions and explanations. Our Sabbath instructions have enforced the teachings of the week. Choosing the historical characters of the Bible, we have endeavored to make their virtues appear so attractive as to be imitated; their vices so odious as to be shunned. Choosing elements of character as a subject, we have endeavored to hold up the lovely, beauti-

ful and good as worthy of imitation ; the vicious, profane and low as detestable, and to be avoided. Choosing the work of creation as a subject, we have endeavored to surround the boy in his whole life with evidence of a Father's kind hand, and teach him to see God in everything. In the Sabbath school we have taken the life of Paul as a study, bringing in any points of interest in regard to places that he visited and the times in which he lived. We desire to make his journeys as familiar as if they were in America, and from well-known towns and cities. We think the boys who have been here the past year have gained in knowledge. We have made use of the black-board in illustrating ; of presents of books and papers to induce perfect recitations. In this work we have been assisted by the Superintendent and officers of the institution as far as their duties would permit ; also by a goodly company of ladies and gentlemen from Westborough, to whom we return sincere thanks.

We have endeavored to make use of the interests of relatives and friends as an incentive to a better life, keeping the communication with family by letter, visits and presence as open as possible, yet carefully restraining whatever is injurious in its tendency.

We believe some advance has been made the past year in some directions above specified, but the work yet to be done seems almost appalling. It requires the best efforts of the best talents thoroughly harmonious, to make this Reform School what it should be. We believe some of the boys who have left us the past year have been thoroughly benefited. Some of whom we had high hopes have yielded to temptation and fallen. What the school designs to do is, to lift the boy over the time of life in which he is thoughtless, cultivate his judgment and thoroughly arouse his moral sensibility, thus enabling him to follow right and resist wrong. He must be taught to govern himself rather than to be governed, for his officers cannot follow him as he goes out into the world.

We appreciate in some measure the greatness of this work, and labor and pray for success in it.

Most respectfully submitted.

J. H. BRADFORD, *Chaplain.*

## GARDEN HOUSE REPORT.

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*To the Trustees of the State Reform School.*

GENTLEMEN:—This family consists of thirty boys, of an average age of fourteen years, who are sent here from the main building for meritorious behavior, after remaining there sufficient time to ascertain who are worthy, and remain with us until released or suitable homes can be provided for them in good families. These boys are under the charge of the Master and Matron, assisted by a lady teacher, who, in addition to her school duties, has charge of a part of the domestic work of the house; also by a gentleman, who assists the Master and works with the boys on the gardens.

The school has been conducted by an energetic and faithful teacher, and the boys have made good progress in their studies. Each boy has four hours of schooling and six hours of work daily through the year. We arrange the work so that each boy can have a chance to do housework, as well as braid chairs and work at gardening; for we believe all of this knowledge will be useful to them.

Our boys have generally done well, and the family has been quite as interesting as any previous year. The most of the boys when sent here have very little regard for truth and honesty; we labor earnestly to impress upon their minds the importance of being truthful and honest, for little can be done to elevate and improve them until these two traits of character are formed. We endeavor to make the family as near like a good home in a common family as our means and numbers will admit. They become strongly attached to this, their home, as is shown by the good letters they write us, and also by their returning to spend the holidays.

We have had sixty-four different boys; of these, eight have left us to live with their friends; six have been returned to the main building, not proving worthy of the family privileges;

and twenty have been apprenticed to farmers and mechanics in various parts of the State. Only eight remain who began the year with us. The average length of time they have remained in the family is about six months.

We have performed 9,293 days' labor of six hours each, divided as follows: Gardening, 3,472; seating chairs, 3,060; domestic work, 1,631; for farmer, 253; on roads, 158; miscellaneous, 719.

The amount of money received and paid to the treasurer during the year, for sales of produce and chair work, is \$1,926.70.

The gardens have been very productive, as the tables will show.

*Produce on hand as appraised.*

Grapes, 2,400 lbs., . . .	\$192 00	Onions, 29 bush., . . .	\$29 00
Apples, 143 bbls., . . .	386 00	Squash, 500 lbs., . . .	7 50
Cider apples, 26 bbls., . . .	19 50	Carrots, 363 bush., . . .	145 20
Pears, 7 bush., . . .	21 00	French turnips, 18 bush., . . .	6 00
Potatoes, 536 bush., . . .	444 90	Citrons, 114 bbls., . . .	313 50
Beets, 374 bush., . . .	187 00	Water melons, 264, . . .	18 48
Turnips, 1,800 bush., . . .	300 00	Musk melons, 250, . . .	12 50
Parsnips, 72 bush., . . .	36 00	Grape vines, 1,000 layers, . . .	170 00
Cabbages, 2,200, . . .	110 00	Increased value of nursery	
Sweet corn, 49 bush., . . .	83 50	trees, . . . . .	75 00
Beans, 3 bush., . . .	12 00		
Fodder for stock, . . .	50 00		\$2,724 08
Boys' gardens, . . .	105 00		

*Produce sold.*

Strawberries, 3,761 boxes, . . .	\$949 66	Apples, 9 bbls, . . .	\$23 63
Tomatoes, 20 bush., . . .	12 97	Grape vines, 6, . . .	1 50
Tomato plants, 848, . . .	29 22	Grapes, 12 lbs., . . .	1 20
Strawberry plants, 17,220, . . .	86 10	Sundry vegetables, . . .	8 50
Cabbage plants, 400, . . .	2 00		
Pears, 2 bush., . . .	5 00		\$1,119 86

*Produce consumed.*

Potatoes, 92 bush., . . .	\$115 00	Cucumbers, 20 bush., . . .	\$15 00
Apples, 17 bbls., . . .	42 50	Cabbages, 60, . . .	6 00
Pears, 3 bush., . . .	9 00	Shell beans, 60 qts., . . .	10 00
Beets, 30 bush., . . .	22 50	String beans, 5 bush., . . .	5 00
Squash, 35 bush., . . .	26 25	Tomatoes, 40 bush., . . .	28 00

Corn, 1,192 doz., . . .	\$143 04	Strawberries, 361 boxes, . .	\$90 25
Tomato plants, 774, . . .	26 74	Musk melons, 112, . . .	5 60
Cabbage plants, 2,500, . . .	12 50	Water melons, 50, . . .	5 00
Fodder for stock, . . .	18 00		
Rhubarb, . . .	15 00		
Lettuce, . . .	32 00		
			<hr/>
			\$627 38

*Summary.*

Produce on hand, . . . . .	\$2,724 08
sold, . . . . .	1,119 86
consumed, . . . . .	627 38
Received for seating chairs, . . . . .	497 03
	<hr/>
Total, . . . . .	\$4,968 35

Respectfully submitted.

CHARLES A. JOHNSON, *Master.*

GARDEN HOUSE, Sept. 30, 1868.

## PETERS' HOUSE REPORT.

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*To the Trustees of the State Reform School.*

GENTLEMEN :—In accordance with previous custom, I submit the following Report. Our family of twenty-four boys are transferred to us from the main building, generally by way of promotion.

You will notice, when you consider the average age, which is eleven years, that they rank with the smallest boys of the institution.

Of the number who began the year with us, five have been indentured to farmers, six returned to the institution, and one was permitted to go home. We have been employed the past year as follows: Gardening, 2,138 days; upon flowers, 857; seating chairs, 1,699; making paper boxes, 191; husk mats, 200; roads, 190; miscellaneous, 593. Total number of days, 5,868. We could show much greater financial results were it not for the time taken up with the flowers and grounds of the institution; still, we cannot see where less could have been done; but on the contrary, something should be done every season to permanently adorn the grounds about the main building.

It was thought best to try one piece of willows another year; it has made a pretty good growth, and we have experienced no trouble from the willow worm, which caused such mischief last season.

We have the same teacher who has been with us for several years, and she seems adapted for this class of boys, working in season and out of season for their welfare.

The boys have made improvement in some respects, though not to such an extent as we desired.

It is difficult to duly estimate the amount of influence one may exert upon this class of boys by precept and example. Yet we believe in the principle that every act of kindness, prompted by a good motive, will in God's own time bear its appropriate fruit.

The following schedule shows the amount of produce on hand as per appraisal, also the amount sold and consumed :—

5½ tons marrow squash, . . . . .	\$172 50
1½ " Hubbard squash, . . . . .	43 75
5½ " pumpkins, . . . . .	16 50
150 bushels carrots, . . . . .	60 00
650 " potatoes, . . . . .	520 00
54 " English turnips, . . . . .	9 00
10 " parsnips, . . . . .	5 00
15 " white beans, . . . . .	45 00
6 " onions, second quality, . . . . .	6 00
12 " cider apples, . . . . .	3 60
11 barrels winter apples, . . . . .	33 00
Vegetable seed, . . . . .	150 00
Flower seed, . . . . .	60 00
Boys' gardens, . . . . .	84 00
Increase of pigs, . . . . .	77 00
Increase of chickens, . . . . .	45 00
5,500 cabbages, . . . . .	275 00
Fodder for stock, . . . . .	40 00
	<hr/>
	\$1,645 35

*Produce Sold.*

267½ pounds osier willow, . . . . .	\$16 03
Cabbage plants, . . . . .	43 70
Calf, . . . . .	5 00
	<hr/>
	\$34 73

*Produce consumed.*

129½ dozen eggs, . . . . .	\$41 52
4½ barrels early apples, . . . . .	20 25
83 quarts currants, . . . . .	4 95
224 " whortleberries, . . . . .	28 00
8 bushels tomatoes, . . . . .	2 25
44 " peas, . . . . .	99 24
Cabbage plants, . . . . .	60 50
55 husk mats, . . . . .	32 50
	<hr/>
	\$299 21.

*Summary.*

Produce on hand, . . . . .	\$1,645 85
sold, . . . . .	64 78
consumed, . . . . .	289 21
Received for seating chairs, . . . . .	151 60
for making boxes, . . . . .	31 01
Total, . . . . .	<u>\$2,181 90</u>

Respectfully submitted.

N. PORTER BROWN,

*Master of Peters' House.*



## FARM HOUSE REPORT.

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*To the Trustees of the State Reform School.*

GENTLEMEN:—Since my last annual report there have been many changes among the members of this family. The whole number of boys during the year ending Sept. 30 has been eighty-six, the average thirty. These boys have been employed at various kinds of work 9,379 days of six hours each, which is divided as follows:—

For the farmer, . . . . .	1,557 days.
Domestic work, . . . . .	1,794 “
Miscellaneous work, . . . . .	1,295 “
Seating chairs, . . . . .	1,862 “
Roads and walks, . . . . .	254 “
Gardening, . . . . .	2,617 “

The amount and value of crops raised by this family, together with the amount earned seating chairs, is given in the annexed schedule.

A large part of the labor of our boys, as seen by the above items, is of such a nature that its value in money cannot be shown, but which, if computed at a reasonable price, would add greatly to the apparent earnings of the boys. I have set three-fourths of an acre of asparagus this season; also one and one-fourth acres of strawberry plants; both of which are looking finely, but from which we derive no profit the present year. On account of the drouth a part of my root crop was a failure, especially yellow globe mangel-wurzel, one acre of which I re-sowed with turnips.

Our school is under the charge of a teacher who has had much experience in the common schools of this State; and the result of her labors can be readily seen in the good order and

diligence of the school. The boys have taken a great interest in letter writing, and many of them have made considerable progress, both in composition and penmanship.

We often hear from those who have gone from here, and in almost every case they give evidence of the good they were taught here; many of them regard this as a home, and seem to feel a great deal of interest in everything that transpires here.

So far as it is possible we endeavor to enforce our lessons of morality by example; and though we fail in some instances, yet we hope the result will ultimately be good. We endeavor to cultivate their hearts as well as their minds; to actuate them to do right because it is right, not from hope of reward other than their own happiness or fear of punishment; believing that in every nature there are germs of truth and goodness, and though the harvest is slow, yet we strive not to "be weary in well doing," trusting that "in due season we shall reap if we faint not."

Below will be found an account of crops raised during the past season; also the amount earned at chair-seating.

*Produce on hand as appraised.*

10,000 cabbages, . . .	\$400 00	15 barrels citrons, . .	\$41 25
650 bushels carrots, . .	260 00	46 " apples, . .	124 00
1,100 " ruta-bagas, . .	363 00	26 bushels cider apples, .	7 80
8,000 asparagus plants, .	96 00	1 barrel pickles, . .	5 25
490 bush. mangel-wurzel, .	183 75	2,255 pounds M. squashes, .	33 82
475 bushels potatoes, . .	380 00	Fodder for stock, . .	91 00
320 " onions, . .	560 00	Boys' gardens, . .	90 00
65 " corn, . .	97 50		
10 " F. turnips, . .	1 67		
			<hr/>
			\$2,735 04

*Produce sold.*

Asparagus, . . . . .	\$47 78
Vegetables, . . . . .	19 04
Pears, . . . . .	2 00
	<hr/>
	\$68 82

*Produce consumed.*

Cucumbers, . . . . .	\$5 52	6½ bushels pears, . . .	\$20 50
Melons, . . . . .	24 20	Asparagus, . . . . .	19 95
Beets, . . . . .	5 00		
5 bushels peaches, . . .	20 00		
			<hr/>
			\$95 17

*Summary.*

Produce on hand,	.	.	.	.	.	.	.	.	.	\$2,785 04
sold,	.	.	.	.	.	.	.	.	.	68 82
consumed,	.	.	.	.	.	.	.	.	.	95 17
<hr/>										
Total,	.	.	.	.	.	.	.	.	.	\$2,899 03
Received for seating chairs,	.	.	.	.	.	.	.	.	.	274 01
Amount received for labor of boys off the farm,	.	.	.	.	.	.	.	.	.	11 70
<hr/>										
Total,	.	.	.	.	.	.	.	.	.	\$3,184 74

Respectfully submitted.

HENRY E. SWAN,  
*Master of Farm House.*

WESTBOROUGH, Sept. 30, 1868.

## FARMER'S REPORT.

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*To the Trustees of the State Reform School.*

GENTLEMEN:—In accordance with custom and duty, I respectfully submit the following as the report of the farm for the year ending Sept. 30, 1868. No report for the month of January can be found, hence the report will be defective in its statistics and can only approximate towards a true report.

The report of the days work done, the moneys received, the produce on hand, and the produce consumed, does not give a true representation of the financial condition of the farm. To the farm is charged almost all the seeds and plants purchased. The fertilizers for the gardens are charged to this department. No credit is given for manure used by the other departments. The fruit of the farm is harvested by them and goes to increase the amount of products raised by them. Hence, to ascertain whether or not the farm pays financially, it is necessary to scrutinize the expenses, receipts, produce consumed, and produce on hand of the several gardens and farm.

The men and teams have been called upon to perform much miscellaneous labor, which does not appear in the days given in the report.

The whole number of days work done by the men in the eleven months reported is 965,—by the oxen 528½, by the horses 234.

The number of days work done by the men for the garden house is 25½, by the oxen 77½, by the horses 16½.

The whole number of days work done by the men for the Peters' House is 16½, by the oxen 75, by the horses 28.

The whole number of days work done by the men for the Farm House is 43, by the oxen 75, by the horses 75.

*Produce on hand.*

88 tons of English hay, . . . . .	\$1,936 00
14½ " meadow hay, . . . . .	245 00
2 " straw, . . . . .	24 00
Hides and calfskins, . . . . .	22 00
	<hr/>
	\$2,227 00

*Produce consumed.*

4,506 cans of milk, . . . . .	\$1,960 61
6,961 pounds of pork, . . . . .	870 12
901 " veal, . . . . .	126 14
2,996 " meat, . . . . .	389 48
7 tons of hay, . . . . .	154 00
6 " corn fodder, . . . . .	60 00
	<hr/>
	\$3,560 35

*Produce sold.*

Swine and pigs sold, . . . . .	\$322 00
Calves, . . . . .	26 00
Cows, . . . . .	340 00
Tallow, . . . . .	87 18
Hides and calfskins, . . . . .	85 00
	<hr/>
	\$860 18

*Summary.*

Produce on hand, . . . . .	\$2,227 00
consumed, . . . . .	3,560 35
sold, . . . . .	860 18
	<hr/>
	\$6,647 53

Respectfully submitted.

G. J. STILES,  
Farmer.

## S U M M A R Y .

*Products of the Farm and Garden for the Season.*

Garden House family, . . . . .	\$1,968 35
Peters' House family, . . . . .	1,999 29
Farm House family, . . . . .	2,899 08
Farm, . . . . .	6,560 08
	<hr/> \$16,426 70

*Produce sold from Farm and Garden.*

Fruits, . . . . .	\$982 99
Vegetables, etc., . . . . .	266 84
Hides and calf skins, . . . . .	85 00
Shotes and small pigs, . . . . .	322 00
Cows, . . . . .	340 00
Calves, . . . . .	31 00
Tallow, . . . . .	87 18
	<hr/> \$2,115 01

*Produce Consumed.*

Meats—beef, pork and veal, . . . . .	\$1,385 74
Milk, . . . . .	1,960 61
Fruits, . . . . .	269 75
Vegetables, . . . . .	742 01
Hay, grain, etc., . . . . .	232 00
Eggs, . . . . .	41 52
	<hr/> \$1,631 63

*Produce on hand.*

Garden House family, . . . . .	\$2,724 08
Peters' House family, . . . . .	1,645 35
Farm House family, . . . . .	2,735 04
Farm, . . . . .	2,227 00
	<hr/> \$9,331 47

## SCHEDULE OF PROPERTY

*As valued by the Appraiser.*

## Produce on hand,—

Wood, . . . . .	\$162 00	
Vegetables, . . . . .	5,171 99	
Fruits, . . . . .	817 70	
Hay, grain and fodder, . . . . .	2,467 00	
Nursery, . . . . .	561 00	
	<hr/>	\$9,179 69

## Live stock,—

Swine, 91, including 61 pigs, . . . . .	\$1,240 00	
Ayrshire bull, 1, . . . . .	150 00	
Oxen, 8, . . . . .	895 00	
Cows, 27, . . . . .	1,890 00	
Heifers, 4, . . . . .	240 00	
Calves, 4, . . . . .	120 00	
Horses, 5, . . . . .	595 00	
Fowls, 87, . . . . .	64 25	
	<hr/>	5,194 25

Farm and garden implements, . . . . .	\$1,641 76	
Carriages and harnesses, . . . . .	424 37	
Fire engine, hose and ladders, . . . . .	512 00	
	<hr/>	2,578 13

*Personal Property at Steam-Mill.*

Steam-boilers, 3 steam-pumps and fixtures, . . . . .	\$11,500 00	
Steam-engine, . . . . .	750 00	
Circular saws and bench, . . . . .	30 00	
Steam and gas-pipe, . . . . .	63 00	
Fittings, . . . . .	154 00	
Gas works, . . . . .	1,000 00	
Dies and plates, and other machinists' tools, . . . . .	215 25	
Carpenters' tools, . . . . .	26 00	
Grindstone, . . . . .	25 00	
Fairbanks scales, . . . . .	45 00	
Coal, 25½ tons, . . . . .	227 00	
Lumber, . . . . .	601 22	
Nails, . . . . .	6 88	
Jack screws, 2, . . . . .	5 00	
Wheelbarrows, 2, . . . . .	4 00	
Shingles, 3 M, . . . . .	13 50	
Miscellaneous, . . . . .	68 23	
	<hr/>	14,734 08

*Furniture.*

For the use of officers, . . . . .	\$3,587 99	
“ “ of boys, . . . . .	1,940 42	
Cooking apparatus, school desks, books and other furniture in the boys' department, . . . . .	3,020 01	
Dentist tools, medicine and case, . . . . .	110 00	
Clothing, . . . . .	4,418 04	
Dry goods, . . . . .	1,457 36	
Groceries, crockery, provisions, etc., . . . . .	2,874 02	
Library for boys, . . . . .	650 00	
Personal property at Farm House, . . . . .	1,025 57	
“ “ at Garden House, . . . . .	934 65	
“ “ at Peters' House, . . . . .	810 38	
	<hr/>	\$20,828 44
Musical instruments, case, books, &c, . . . . .	\$432 75	
Miscellaneous, . . . . .	577 75	
	<hr/>	1,010 50

*Real Estate—Buildings.*

Institution, . . . . .	\$55,000 00	
Farm House for family of 30 boys, . . . . .	3,000 00	
Garden House, for family of 30 boys, . . . . .	5,500 00	
Peters' House for family of 24 boys, . . . . .	2,000 00	
Gas house, steam-mill, and chimney, not including boilers and machinery, . . . . .	3,000 00	
Farm barn, . . . . .	5,000 00	
Piggery, . . . . .	1,500 00	
Carriage house, tool and seed room, carpenter's shop, . . . . .	750 00	
Ice-house, . . . . .	250 00	
Garden tool-house, . . . . .	300 00	
Henery at Peters' House, . . . . .	50 00	
Cottage House, . . . . .	1,200 00	
Farmer's House, . . . . .	300 00	
Stable, shed and soap house, . . . . .	500 00	
Barn at Peters' place, . . . . .	500 00	
	<hr/>	78,850 00

*Land.*

Home Farm, 185 acres, . . . . .	\$14,800 00	
Warren Farm, 30 acres and 35 rods, . . . . .	8,500 00	
Sibley pasture, 28 acres and 120 rods, . . . . .	862 00	
Woodland, 19 acres, . . . . .	1,000 00	
	<hr/>	20,162 00
Total, . . . . .	<hr/>	\$152,537 40

DEXTER NEWTON,

*Appraiser.*

STATE REFORM SCHOOL, Oct. 1, 1868.

A true copy. Attest:

BENJ'N EVANS, *Sup't.*



*List of Salaried Officers, and all Employees, with their Salaries.*

Benjamin Evans, (Superintendent,) . . . . .	\$1,400 00
Rev. J. H. Bradford, (Assistant-Superintendent and Chaplain,) . . . . .	1,000 00
Henry H. Rising, M. D., (Physician,) . . . . .	125 00
Mrs. H. M. Evans, (Matron,) . . . . .	300 00
William H. Fairbank, (Teacher,) . . . . .	} 900 00
Mrs. Margaret E. Fairbank, (Teacher,) . . . . .	
R. T. Bishop, (Teacher,) . . . . .	500 00
Miss Hattie N. Brown, (Teacher,) . . . . .	200 00
M. B. Bradford, (Clerk,) . . . . .	200 00
J. H. Samson, (Carpenter,) . . . . .	} 750 00
Mrs. Rachel Samson, (Assistant Matron,) . . . . .	
J. B. Johnson, (Engineer and Machinist, temporary,) . . . . .	400 00
George Morse, (Overseer of Chair-Shop,) . . . . .	500 00
Wilbur H. Rice, (Overseer of Shoe-Shop,) . . . . .	450 00
Albin B. Woodard, (Overseer of Kitchen,) . . . . .	350 00
Sylvester Newton, (Watchman,) . . . . .	300 00
Luther G. Shepherd, (Man of all Work,) . . . . .	} 550 00
Mrs. A. S. Shepherd, (Laundress,) . . . . .	
Miss Sylvia Morse, (Teacher in Chair-Shop,) . . . . .	208 00
Miss Melinda Palmer, (Tailoress,) . . . . .	208 00
Miss Emma J. Newton, (Seamstress,) . . . . .	208 00
Miss Acsah Hitchcock, (Cook for family,) . . . . .	208 00
Miss Julia E. Grow, (Assistant Cook,) . . . . .	156 00
Miss Alice Johnson, (Care of Boys' Dining-room,) . . . . .	156 00
Loriman Newton, (Hall and Yardman,) . . . . .	300 00
Miss Annie M. Salisbury, (Nurse,) . . . . .	156 00
Henry E. Swan, . . . . .	}* 750 00
Mrs. Annie P. Swan, . . . . .	
Miss Abbie Swan, (Teacher,) . . . . .	200 00
Henry Reed, (Assistant,) . . . . .	350 00
Chas. A. Johnson, . . . . .	}† 800 00
Mrs. Eliza Johnson, . . . . .	

\* Having charge of Family of 30 boys at "Farm House."

† Having charge of Family of 30 boys at "Garden House."

Miss Ellen Eames, (Teacher,) . . . . .	\$200 00
Levi Winchester, (Assistant,) . . . . .	350 00
N. Porter Brown, . . . . .	} * 800 00
Mrs. Sarah M. Brown . . . . .	
Miss Lucy Newton, (Teacher,) . . . . .	300 00
G. J. Stiles, (Farmer,) . . . . .	500 00

\* Having charge of Family of 24 boys at "Peters' House."

### SUPERINTENDENTS.

Date of Appointment.	N A M E S .	Date of Retirement.
1848, . .	William R. Lincoln, . . . . .	1853.
1849, . .	Orville R. Hutchinson, Assistant-Superintendent,	1867.
1853, . .	James M. Talcott, . . . . .	1857.
1857, . .	William E. Starr, . . . . .	1861.
1861, . .	Joseph A. Allen, . . . . .	1867.
1867, . .	Orville K. Hutchinson, . . . . .	1868.
1868, . .	Benjamin Evans, . . . . .	Still in office.

## T R U S T E E S .

*Names, Residences, Commissions and Retirement of the Trustees of the State Reform School, from its commencement to the present time.*

Date of Commissions.	N A M E S .	Residence.	Date of Retirement.
1847,	Nahum Fisher,*	Westborough,	1849.
1847,	John W. Graves,	Lowell,	1849.
1847,	Samuel Williston,	Easthampton,	1853.
1847,	Thomas A. Greene,*	New Bedford,	1860.
1847,	Otis Adams,*	Grafton,	1851.
1847,	George Denny,*	Westborough,	1851.
1847,	William T. Andrews,	Boston,	1851.
1849,	William Livingston,*	Lowell,	1851.
1849,	Russell A. Gibbs,*	Lanesborough,	1853.
1851,	George H. Kuhn,	Boston,	1855.
1851,	J. B. French,	Lowell,	1854.
1851,	Daniel H. Forbes,*	Westborough,	1854.
1851,	Edward B. Bigelow,	Grafton,	1855.
1853,	J. H. W. Page,*	New Bedford,	1856.
1853,	Harvey Dodge,	Sutton,	1857.
1854,	G. Howland Shaw,*	Boston,	1856.
1854,	Henry W. Cushman,*	Barnardston,	1860.
1855,	Albert H. Nelson,*	Woburn,	1855.
1855,	Jos. A. Fitch,	Hopkinton,	1858.
1855,	Parley Hammond,	Worcester,	1860.
1856,	Simon Brown,	Concord,	1860.
1856,	John A. Fayerweather,	Westborough,	1859.
1857,	Josiah H. Temple,	Framingham,	1860.
1858,	Judson S. Brown,	Fitchburg,	1860.
1859,	Theodore Lyman,	Brookline,	1860.
1860,	George C. Davis,	Northborough,	Still in office.
1860,	Carver Hotchkiss,*	Shelburne,	1863.
1860,	Julius A. Palmer,	Boston,	1862.
1860,	Henry Chickering,	Pittsfield,	Still in office.
1860,	George W. Bentley,	Worcester,	1861.
1860,	Alden Leland,	Holliston,	1864.
1861,	Pliny Nickerson,	Boston,	1868.
1861,	Samuel G. Howe,	Boston,	1863.
1862,	Benjamin Boynton,*	Westborough,	1864.
1863,	J. H. Stephenson,	Boston,	1866.
1863,	John Ayres,	Charlestown,	1867.
1864,	A. E. Goodnow,	Worcester,	Still in office.
1864,	Isaac Ames,	Haverhill,	1865.
1865,	Jones S. Davis,	Holyoke,	1868.
1866,	Joseph A. Pond,*	Brighton,	1867.
1867,	Stephen G. Deblois,	Boston,	Still in office.
1868,	John Ayres,	Medford,	"
1868,	Harmon Hall,	Saugus,	"
1868,	L. L. Goodspeed,	Bridgewater,	"

\* Deceased.





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NINTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

Massachusetts Nautical School:

TOGETHER WITH

REPORTS OF THE TREASURER AND RESIDENT OFFICERS.

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OCTOBER, 1868.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET, (CORNER OF FEDERAL.)

1869.



# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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*To His Excellency the Governor, and the Honorable  
Executive Council.*

The Trustees, in making their Ninth Annual Report, express their satisfaction with the results of the year, and their unshaken confidence in the working of the institution. The number of boys, who have been inmates of the ships during the year, is 505, of whom 281 remained on the first of this month. The whole number received since the founding of the school is 1,714. And it is believed that a large proportion of these have been reformed. It should be remembered that when a discharged school ship boy is re-arrested for crime, the fact is matter of remark; while ten such boys may grow up to be honest men without being subjects of observation.

Our teachers have been successful, during the year, in securing the interest of their pupils, and consequently in advancing them in their studies. The services of Miss Eldridge, in teaching the younger boys in the "Massachusetts," have been of great value. Both our schools are now favored with the influence of woman's teaching. The number of boys sent to sea since the last report is 98, of whom 58 were shipped from the "Massachusetts," chiefly on whaling cruises. We have in a former report pointed out the advantage to the boys who are shipped on these long voyages; and the great success in obtaining such voyages has fully vindicated your wisdom in placing one of the ships at New Bedford.



The kindness of our friends in this city, as well as in Boston, has laid us under great obligations. Among other presents, we have received a valuable musical instrument from a number of friends, including many of the authorities of the State. The worth of these gifts is enhanced by the proofs which they furnish of a kindly spirit toward the boys. They learn to feel that they are not forgotten or despised; their self-respect is encouraged, and their gratitude will be to many an active motive for good conduct, not only while they are with us, but all through their lives. The lady who took a dying school ship boy to her elegant house, not only soothed his last hours, but she taught every boy in the ship a lesson of Christian love such as no words could give. In such acts they see the best symbol that this earth can furnish of the love that cares for all,—the love of Him who is the Father of the orphan and the Friend of the poor.

We owe especial thanks to the friends who have made our Sabbath services, in each ship, so interesting and instructive. Some of the best talent of the community, as well as kind feeling, which is better than talent, has been employed in addresses to the boys. Their close attention and evident interest have left no doubt that they are deeply affected by what they have heard.

As usual, we have received many visits, especially at the "George M. Barnard," from distinguished strangers. The visit of Charles Dickens was of peculiar interest to us as well as to him. His volunteer speech, "*Boys, just do all the good you can, and don't make any fuss about it,*" has become a household word. In connection with this visit, it may be well to say that in this vicinity visits to charitable and correctional institutions are so associated with ideas of profuse hospitality, that the mention of such an occasion calls up in many minds visions of feasting and of extravagant expenditure. Such a visit as Mr. Dickens made is generally followed by newspaper attacks upon the school ship as "an expensive show concern," or as "a pleasure yacht," with intimations that eating and drinking are the chief objects of the institution. We only wish that those who have this idea could share the simple pleasures of such visits. They would see no expenditure except that of muscle and breath in rowing the boats, and in singing hymns; and

they would find no luxury except the luxury of seeing the enjoyment of the boys, whose monotonous life is relieved, whose best feelings are awakened, and whose good resolutions are strengthened by the kindness of men, whose mere presence is an assurance of interest and an encouragement to well-doing.

The institution has attracted attention from the charitable people and the public authorities of other States, and has won great credit for this Commonwealth. An article in the "New York Herald" of September 5, 1868, does full justice to the theory and to the practical results of the School. The commander of the United States practice-ship *Saratoga* expressed his delight with the proficiency of our boys, and desired to have them alongside his own vessel as examples to his pupils. In more than one State, movements are on foot to found similar institutions. Thus Massachusetts, while she saves her own children by her charity, will save the children of other States by her example.

A proposition has been made to the Boston Board of Trade to establish a nautical school where pupils shall come voluntarily, to learn navigation and seamanship, with the view of becoming officers. It is urged, in support of this proposition, that many vessels are wrecked because their masters and mates are incompetent for their places. We believe that by supplying well-trained seamen, the Nautical School is doing something to diminish the number of nautical disasters; and we are sure that we are saving many young lives from worse shipwreck.

This Report is less full because of the extended reports of our officers, to which we refer, and the authors of which have our full confidence. The Trustees will always be glad to show to you and to all the members of the State government the ships and boys as the best account that can be given of the working of the institution.

WILLIAM FABENS,  
WILLIAM T. DAVIS,  
ALFRED C. HERSEY,  
JAIRUS BEAL,  
OSBORN HOWES,  
MATTHEW HOWLAND,  
THOMAS RUSSELL,

*Trustees*

*Inventory of Property belonging to the Commonwealth, attached  
to the Massachusetts Nautical School.*

SHIP "GEORGE M. BARNARD."

Hull, spars, sails, rigging, boats, &c., . . .	\$38,000 00
Two mooring anchors and chains, . . .	800 00
450 tons stone ballast, . . .	450 00
2 water-tanks and 12 water-casks, . . .	700 00
Property in boatswain's department, . . .	400 00
in carpenter's department, . . .	50 00
in school department, . . .	500 00
in mess-room department, . . .	75 00
in cook's department, . . .	150 00
in steward's department, . . .	200 00
in library department, . . .	500 00
160 hammocks, . . .	240 00
350 blankets, . . .	275 00
160 boys' mattresses, . . .	125 00
300 boys' caps, . . .	100 00
400 boys' shirts, . . .	400 00
300 pairs thin pants, . . .	150 00
150 pairs thick shoes, . . .	225 00
150 thick jackets, . . .	600 00
200 pairs thick pants, . . .	300 00
Cabin furniture, . . .	75 00
15 tons coal, . . .	150 00
4 brass cannon, . . .	500 00
Ammunition, . . .	50 00
20 muskets, . . .	50 00
25 barrels bread, . . .	150 00
4 barrels molasses, . . .	100 00
2 barrels flour, . . .	30 00
8 barrels salt provisions, . . .	180 00
Various kinds of small stores, . . .	100 00
Cloth not made up, . . .	180 00
	<hr/>
	\$45,805 00

## INVENTORY OF SHIP "MASSACHUSETTS."

Hull, spars, sails, rigging, anchors, boats, &c.,	\$24,000 00
30 fathoms 2-inch chain, . . . . .	400 00
360 tons stone ballast, . . . . .	450 00
Two water-tanks and 12 casks, . . . . .	400 00
Property in boatswain's department, . . . . .	250 00
in carpenter's department, . . . . .	75 00
in school department, . . . . .	600 00
in mess-room department, . . . . .	100 00
in cook's department, . . . . .	200 00
in steward's department, . . . . .	150 00
Cabin furniture, . . . . .	850 00
125 hammocks, . . . . .	100 00
280 blankets, . . . . .	225 00
130 mattresses, . . . . .	100 00
230 pairs shoes, . . . . .	115 00
130 jackets, . . . . .	120 00
160 pairs pants, . . . . .	384 00
150 old pants, . . . . .	60 00
200 shirts, (new,) . . . . .	200 00
100 shirts, (old,) . . . . .	50 00
130 caps, . . . . .	65 00
7 stoves, . . . . .	100 00
15 tons coal, . . . . .	150 00
4 brass guns, . . . . .	600 00
30 muskets, . . . . .	150 00
Ammunition, . . . . .	25 00
1 barrel beef, . . . . .	19 00
1 barrel pork, . . . . .	23 00
1 barrel flour, . . . . .	14 00
13 barrels bread, . . . . .	65 00
2 barrels molasses, . . . . .	50 00
Small stores of various kinds, . . . . .	75 00
	<hr/>
	\$29,665 00

## TREASURER'S REPORT.

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*To His Excellency the Governor, and the Executive Council of  
the Commonwealth.*

The undersigned, Treasurer of the Massachusetts Nautical School, respectfully presents his Report, being the Ninth Annual Report submitted by the Treasurer of said institution.

He charges himself, from October 1, 1867, to October 1, 1868, as follows:—

With cash on hand as per last report, . . .	\$513 97
amount received from the State treasurer, .	51,484 82
“ “ “ cities and towns	
towards support of boys, . . .	7,133 38
amount received for advanced wages of	
boys shipped, . . .	680 00
amount received for boys discharged, as de-	
creed by the Trustees, . . .	140 00
amount received for sales of sundries, . .	490 79
	\$60,442 96

And he has credited himself with the following payments: for

Provisions and groceries, . . .	\$21,757 57
Wages and salaries, . . .	15,394 10
Clothing, . . .	5,935 69
Repairs and improvements, . .	2,522 36
Ship chandlery, . . .	1,493 95
Fuel and lights, . . .	1,258 19
Bedding, furniture, crockery and glass, .	997 70

Stationery, . . . . .	\$548 54
Miscellaneous, . . . . .	811 65
Pilotage, . . . . .	521 00
Medicines and medical attendance, . . . . .	479 70
Towage, . . . . .	45 00
Transportation of boys, . . . . .	74 05
Trustees' expenses, . . . . .	157 80
Treasurer's salary to July 1, 1868, . . . . .	400 00
Amount deposited with State treasurer, . . . . .	7,133 38
Cash on hand October 1, 1868, . . . . .	912 28
	<hr/> \$60,442 96

## PROVISIONS AND GROCERIES.

36,210 pounds fresh meat, . . . . .	\$4,811 83
1,508 pounds hams and tongues, . . . . .	305 09
604 bushels potatoes, . . . . .	814 09
1,166 pounds butter, . . . . .	527 27
491 pounds cheese, . . . . .	93 74
1,030 pounds lard, . . . . .	193 95
Eggs and milk, . . . . .	200 27
102,592 pounds bread, . . . . .	6,289 52
2,498 pounds sugar, . . . . .	416 59
2,183 gallons molasses and sirup, . . . . .	1,153 55
278 pounds rice, . . . . .	33 56
37 barrels of meal, . . . . .	243 41
90 barrels of flour, . . . . .	1,229 10
13 bushels of rye, . . . . .	30 75
Ice, . . . . .	77 36
Pepper, mustard and sweet oil, . . . . .	53 50
Salt, saleratus, cream of tarter and soda, . . . . .	68 03
115 bushels turnips, . . . . .	105 40
Squashes, cabbages, beets and fruits, . . . . .	571 00
162,450 gallons water, . . . . .	524 87
Spices and herbs, . . . . .	24 35
162 pounds of macaroni, . . . . .	41 50
14 quintals of salt fish, . . . . .	95 00
Buckwheat, . . . . .	16 00
126 gallons of vinegar, . . . . .	39 04
Fresh fish, . . . . .	393 27
Raisins, tapioca and small stores, . . . . .	205 47

120 pounds of tea,	. . . . .	\$126 24
693 pounds of coffee,	. . . . .	186 38
2,351 pounds of soap,	. . . . .	135 90
16 barrels of apples,	. . . . .	93 73
4,889 loaves of brown bread,	. . . . .	435 90
39 barrels of pork,	. . . . .	828 00
65½ barrels of beef,	. . . . .	1,137 00
52 bushels beans and peas,	. . . . .	256 91
		<hr/>
		\$21,757 57

## WAGES AND SALARIES.

Richard Matthews, Superintendent,	. . . . .	\$1,850 00
M. L. Eldridge, Assistant-Superintendent,	. . . . .	1,600 00
Sidney Brooks, Teacher,	. . . . .	1,050 00
Asa Blaney, First Officer,	. . . . .	900 00
George P. Smith, First Officer,	. . . . .	900 00
William Jenkins, Second "	. . . . .	600 00
Henry Barnes, " "	. . . . .	250 00
John Ewer, " "	. . . . .	100 00
John Gray, " "	. . . . .	183 55
C. Howard, " "	. . . . .	50 00
John Pennington, Third "	. . . . .	92 50
C. Howard, " "	. . . . .	337 85
W. S. Perry, " "	. . . . .	440 00
Ellis Seals, Steward,	. . . . .	440 00
W. L. Tighlman, Steward,	. . . . .	440 00
William Grant, Capt. of Berth Deck,	. . . . .	360 00
Reuben Harps, " "	. . . . .	365 00
John Adams, Capt. of Mess Deck,	. . . . .	335 00
D. P. Caswell, " "	. . . . .	236 00
George Peirce, " "	. . . . .	119 00
Niles Lund, Carpenter,	. . . . .	480 00
Andrew Greer, " "	. . . . .	480 00
William Frazar, Coxswain,	. . . . .	295 42
L. Colson, " "	. . . . .	360 00
Charles Searson, " "	. . . . .	39 00
C. Marsh, Assistant-Teacher,	. . . . .	30 00
I. R. Burrill, " "	. . . . .	5 00
A. A. Eldridge, " "	. . . . .	147 76

D. Wade, Assistant-Teacher, . . . . .	\$20 00
G. H. Perry, " . . . . .	15 00
73 seamen, at different times, . . . . .	2,017 69
S. Shepard, Cook, . . . . .	440 00
O. S. Boston, " . . . . .	252 00
James Mitchell, " . . . . .	98 33
Thornton Smith, " . . . . .	70 00
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	\$15,394 10

## CLOTHING.

Shoe fixings, belts, trimmings, scarf, . . . . .	\$62 66
Making 682 shirts in Boston, . . . . .	204 60
Cost of 533 shirts in New Bedford, . . . . .	857 75
Cost of 154 thick jackets in New Bedford, . . . . .	154 00
Making 143 " in Boston, . . . . .	129 70
628 pairs of shoes, . . . . .	941 08
228 yards of linings, . . . . .	36 78
56 yards of satinnet, . . . . .	47 59
1,468 yards of flannel, . . . . .	661 02
Oil suits and sou'-westers, . . . . .	148 50
89 dozen socks and mittens, . . . . .	255 54
50 yards cotton cloth, . . . . .	14 54
1,289 yards of beaver cloth, . . . . .	1,142 28
Buttons, thread and skeins of yarn, . . . . .	126 60
1,959 yards of jeans, . . . . .	303 41
Ribbons, scissors, oil-cloth, . . . . .	46 04
12 dozen cloth caps, . . . . .	36 00
Cost of 278 pairs of pants in New Bedford, . . . . .	402 20
Making 812 pairs of pants in Boston, . . . . .	365 40
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	\$5,935 69

## REPAIRS AND IMPROVEMENTS.

Tin ware, hard ware and repairs, labor, . . . . .	\$156 44
2 new boats, boat stock, boat repairs, screws, . . . . .	348 01
Paint oil, paints and labor, painting, . . . . .	389 81
Leather, lime, sand, stove-polish, potash, . . . . .	124 00
Knees and blocks, . . . . .	10 75
Hose, pegs, brushes, coopering casks, . . . . .	46 97
Black lead, whiting, sand paper, lime, . . . . .	10 55



# 12      MASSACHUSETTS NAUTICAL SCHOOL.      [Oct.

Joseph Sargent's bills, tin ware and repairs, . . .	\$159 60
Blacksmith work, hinges, iron hoops, . . .	165 87
Lumber, locks, nails, yellow metal, . . .	152 99
New sails and new spars, . . .	538 50
I. E. Almy's bills, . . .	130 54
Stove doors, glass lights, twine, rosin, wood-saw, . . .	92 85
Samuel Bennett's bill, tin ware, . . .	9 65
2 fire extinguishers and charges, . . .	106 00
J. H. Perry & Co., two bills, . . .	79 83
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	\$2,522 36

## SHIP CHANDLERY.

Blocks, oak and corn brooms, . . .	\$105 36
Cordage, twine, oakum, use of anchor, . . .	46 65
Scrapers, sand paper, tar, oakum, oars, duck, . . .	146 62
Boat hooks, bunting, gun primers, . . .	29 90
Whiton Bro. & Co., bills, . . .	592 61
Simpson Hart, bills, . . .	58 16
New Bedford Cordage Co., bills, . . .	371 78
Taber, Gordon & Co., bills, . . .	91 81
I. R. Shurtleff and T. W. Swift's bills, . . .	51 06
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	\$1,498 95

## FUEL AND LIGHTS.

110 tons of coal, . . .	\$867 55
6 cords of wood, . . .	63 50
266 gallons of oil, . . .	308 50
Matches, wicking, lamp chimneys, . . .	18 64
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	\$1,258 19

## FURNITURE, BEDDING AND CROCKERY.

266 mattresses, hammocks and pillows, . . .	\$428 56
Blankets and pillow cases, . . .	160 50
Towels, tables, thermometer, corkscrew, . . .	29 29
Crockery, carpets, oil-cloth, . . .	321 75
Knives, tubs, and two spring beds, . . .	34 00
Chas. Maxwell's bill, furniture, . . .	23 60
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	\$997 70

## STATIONERY.

Sidney Brooks, Teacher, for his payments, . . .	\$142 92
M. L. Eldridge, Assist. Supt., for his payments, . .	40 56
L. Hutchinson's bill, . . . . .	85 46
William Henshaw's bill, . . . . .	18 00
I. E. Almy's bill, . . . . .	44 21
Pencils, stationery, ink, envelopes, . . . . .	47 53
Books, navigator, binding books, printing, . . .	101 46
100 Testaments, . . . . .	10 00
Treasurer's bill, . . . . .	58 40
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	\$548 54

## MISCELLANEOUS.

Drayage, horse cars, ferriage, boat hire, . . .	\$81 15
Express, telegrams, postage and letter box, . . .	130 46
Stamps and newspapers, . . . . .	85 66
Washing, and presents to boys, . . . . .	173 86
Blacking, bricks, and fancy soaps, . . . . .	13 96
Police fees for arresting deserters, and charges, .	189 72
Empty barrels, and for dinners on shore, . . .	17 25
Combs, baskets, brushes, . . . . .	13 64
Freight chest and powder, . . . . .	105 95
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	\$811 65

## PILOTAGE.

A. Mayo, . . . . .	\$28 00
J. Housell, . . . . .	8 00
J. M. Dolliver, . . . . .	50 00
S. N. Miller, . . . . .	35 00
J. B. Cummings, . . . . .	20 00
Roland Gardner, . . . . .	305 00
James Eaton, . . . . .	32 00
I. K. Lunt, . . . . .	40 00
Blank, . . . . .	3 00
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	\$521 00

## MEDICINES AND MEDICAL ADVICE.

Doctor Volt's bill, . . . . .	\$105 50
Doctor Abbie's bill, . . . . .	75 75

House of Industry bill, . . . . .	\$100 85
Doctor Mackie's bills, . . . . .	28 00
Medicines and dentistry, . . . . .	111 66
W. P. S. Cadwell's bill and medicines, . . . . .	10 04
E. H. Chisholm's bill medicines, . . . . .	4 90
Nursing boy Warden, and for funeral expenses, . . . . .	43 00
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	\$479 70

## TOWAGE.

Fairhaven tow-boat bill, . . . . .	\$15 00
Tow-boat S. J. Macey, bill, . . . . .	5 00
"    Henry Hoover, 2 bills, . . . . .	25 00
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	\$45 00

## TRANSPORTATION OF BOYS.

Between New Bedford and Boston, . . . . .	\$74 05
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## TRUSTEES' EXPENSES.

William T. Davis' bills, . . . . .	\$57 80
Rent of office, . . . . .	100 00
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	\$157 80

The amounts received from cities and towns from July 1, 1867, to July 1, 1868, are as follows: from

Amherst, . . . . .	\$19 50	Chelsea, . . . . .	\$37 76
Abington, . . . . .	26 00	Chester, . . . . .	13 00
Amesbury, . . . . .	9 50	Charlestown, . . . . .	189 69
Acushnet, . . . . .	4 42	Cambridge, . . . . .	454 24
Ashburnham, . . . . .	2 85	Chicopee, . . . . .	35 99
Attleborough, . . . . .	50 76	Chatham, . . . . .	29 42
Boston, . . . . .	2,620 97	Douglas, . . . . .	19 50
Bellingham, . . . . .	13 78	Dedham, . . . . .	12 34
Bridgewater, . . . . .	1 14	Dorchester, . . . . .	48 56
Brighton, . . . . .	23 27	Dighton, . . . . .	19 50
Brewster, . . . . .	4 28	Dartmouth, . . . . .	13 42
Brookline, . . . . .	36 57	Dracut, . . . . .	17 56
Blackstone, . . . . .	5 35	Easton, . . . . .	31 06

East Bridgewater,	\$15 14	North Adams,	\$13 00
East Braintree, .	10 49	New Bedford, .	354 44
East Stoughton, .	13 00	Newburyport, .	9 00
Fitchburg, . .	26 00	Pittsfield, . .	19 50
Fall River, . .	196 82	Plymouth, . .	159 92
Framingham, .	6 50	Quincy, . .	38 25
Fairhaven, . .	27 92	Roxbury, . .	164 15
Gloucester, . .	38 92	Richmond, . .	26 00
Groton, . .	28 64	Randolph, . .	68 21
Great Barrington,	3 57	Sheffield, . .	26 00
Hingham, . .	24 06	Salem, . .	220 71
Holyoke, . .	26 00	Stoneham, . .	32 85
Hopkinton, . .	13 00	Spencer, . .	19 50
Haverhill, . .	148 92	Sandwich, . .	5 70
Lowell, . .	165 51	Somerville, . .	11 92
Leicester, . .	14 71	Stockbridge, .	39 00
Lynn, . .	93 23	Springfield, .	37 41
Lee, . .	13 00	South Reading, .	19 50
Lawrence, . .	111 38	South Danvers, .	26 00
Methuen, . .	6 50	Taunton, . .	141 55
Milton, . .	21 14	Tyngsborough, .	6 50
Medway, . .	15 21	Uxbridge, . .	70 64
Malden, . .	81 28	West Boylston, .	13 00
Marlborough, .	65 56	Waltham, . .	27 92
Milford, . .	49 92	West Roxbury, .	2 21
Melrose, . .	67 92	Woburn, . .	28 78
Marblehead, .	6 50	Watertown, . .	6 64
Mattapoisett, .	17 64	Weymouth, . .	32 28
Medford, . .	45 14	Westfield, . .	34 49
Marion, . .	15 14	Westford, . .	4 78
Newton, . .	20 06	Westborough, .	3 28
Nantucket, . .	50 13	Worcester, . .	177 98
North Bridgewater,	19 92		
Needham, . .	25 07		
Northampton, .	67 90		
			<hr/>
			\$7,133 38

The amounts received under head of boys shipped are as follows, being for advance wages:—

For boy Livingston, . . . . .	\$25 00
2 boys on board ship Winged Arrow, . . . . .	50 00

For 1 boy on board bark Paramount, . . .	\$25 00
2 boys " ship Joseph Holmes, . .	50 00
boy Crump, . . . . .	25 00
Beard, . . . . .	25 00
Cashman, . . . . .	25 00
C. H. Devine, . . . . .	16 00
I. N. Floyd, . . . . .	24 00
Hugh Scott, . . . . .	24 00
Peter Chancy, . . . . .	24 00
John Phelps, . . . . .	45 00
C. Hunt, . . . . .	20 00
P. Casidine, . . . . .	20 00
W. B. Starrett, . . . . .	16 00
G. H. Robertson, . . . . .	20 00
— McCarthy, . . . . .	16 00
Jeremiah Clark, . . . . .	14 00
James W. Cowen, . . . . .	15 00
Charles H. Holbrook, . . . . .	6 00
A. Lane, . . . . .	25 00
F. Bourne, . . . . .	25 00
William Quinn, . . . . .	25 00
H. Kerns, . . . . .	20 00
John J. Ferrin, . . . . .	25 00
John C. Brainard, . . . . .	25 00
Frank C. Smith, . . . . .	25 00
John McGonagle, . . . . .	25 00
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	\$680 00

The amounts received under head of boys discharged are as follows :—

For Henry R. Tucker, . . . . .	\$10 00
Henry S. McElroy, . . . . .	10 00
Charles A. Ambler, . . . . .	10 00
John Byrne, . . . . .	10 00
Daniel Mertagh, . . . . .	10 00
William H. Stewart, . . . . .	10 00
boy Murphy, . . . . .	10 00
Barrett, . . . . .	10 00
Byam, . . . . .	10 00

For boy Cokely, . . . . .	\$10 00
Anthes, . . . . .	10 00
McGee, . . . . .	10 00
James Jenkins, . . . . .	10 00
John Joseph, . . . . .	10 00
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	\$140 00

The amounts received from sales are as follows:—

For shoes to boy Quinn, . . . . .	\$0 75
beef barrels, . . . . .	32 74
two mooring anchors, . . . . .	457 30
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	\$490 79

CHAS. W. REED,  
*Treas. Mass. Nautical School.*

Boston, Sept. 30, 1868.

I hereby certify that I have examined the foregoing accounts of the Treasurer, and  
and them properly cast and vouched.

JAIRUS BEAL,  
*Committee on Accounts.*

## SUPERINTENDENT'S REPORT.

*To the Trustees of the Massachusetts Nautical School.*

GENTLEMEN:—The Ninth Annual Report is herewith submitted according to the provisions of the law.

TABLE No. 1,

*Showing the Number received and discharged, and the general condition of the School for the year ending Sept. 30, 1868.*

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Boys in the School Ship October 1st, 1867,	287
returned from probation,	12
returned voluntarily,	1
committed during the year,	205
Whole number in school,	— 505
Boys shipped in the Revenue service,	5
shipped in the merchant and whaling service,	93
discharged on probation,	117
died during the year,	2
transferred to State Almshouse,	5
deserted during the year,	2
Remaining in the School, October 1, 1868,	281
	— 505

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NOTE.—Of the number committed during the year, 16 are colored boys.

TABLE No. 2,

*Showing the Admissions, Discharges, and the Average Number for each Month.*

MONTHS.	Admissions.	Discharges.	Average.
October, . . . . .	18	38	277
November, . . . . .	23	7	275
December, . . . . .	13	18	281
January, . . . . .	16	24	274
February, . . . . .	16	10	273
March, . . . . .	19	14	277
April, . . . . .	16	31	274
May, . . . . .	19	18	266
June, . . . . .	18	14	269
July, . . . . .	24	32	267
August, . . . . .	17	8	267
September, . . . . .	19	10	276
Totals, . . . . .	218	224	278

TABLE No. 3,

*Showing the Ages of those Committed during the year.*

Twelve years old, . . . . . 9	Seventeen years old, . . . . . 32
Thirteen " " . . . . . 21	Eighteen " " . . . . . 5
Fourteen " " . . . . . 42	Nineteen " " . . . . . 1
Fifteen " " . . . . . 57	Total, . . . . . 218
Sixteen " " . . . . . 51	Average age, 15.04 years.



TABLE No. 4,  
*Showing the Cause of Commitment.*

CAUSES.	1888.	Previously.
Larceny, . . . . .	89	584
Stubbornness, . . . . .	60	478
Breaking and entering to steal, . . . . .	31	139
Vagrancy, . . . . .	19	62
Returned from probation, . . . . .	12	20
Voluntarily returned, . . . . .	1	2
Assault and Battery, . . . . .	5	35
Assault with a pistol, . . . . .	1	-
Idle and dissolute, . . . . .	-	51
Malicious mischief, . . . . .	-	18
Assault to rob, . . . . .	-	8
Drunkenness, . . . . .	-	17
Incendiarism, . . . . .	-	8
Transferred from Westborough, . . . . .	-	127
Lewdness, . . . . .	-	2
Receiving stolen goods, . . . . .	-	1
Rape, . . . . .	-	2
Forgery, . . . . .	-	2
	218	1,496
Total, . . . . .		1,714

TABLE No. 5,

*Showing the Number Committed by the Superior and Probate Courts from the Several Counties.*

COUNTIES.	Probate.	Superior.	Total.
Barnstable, . . . . .	—	1	1
Berkshire, . . . . .	2	3	5
Bristol, . . . . .	7	4	11
Essex, . . . . .	24	4	28
Franklin, . . . . .	1	1	2
Hampden, . . . . .	8	—	8
Hampshire, . . . . .	2	—	2
Middlesex, . . . . .	28	5	33
Nantucket, . . . . .	1	—	1
Norfolk, . . . . .	13	4	17
Plymouth, . . . . .	5	—	5
Suffolk, . . . . .	55	16	71
Worcester, . . . . .	18	3	21
Dukes, . . . . .	—	—	—
Returned from probation, . . . . .	—	—	12
Voluntarily returned, . . . . .	—	—	1
Total, . . . . .	—	—	218

TABLE No. 6,

*Showing the length of time the Boys have been in the Institution who left the past year.*

One month, . . . . . 6	Brought up, . . . . . 171
2 months, . . . . . 7	18 months, . . . . . 11
3 " . . . . . 6	19 " . . . . . 6
4 " . . . . . 17	20 " . . . . . 3
5 " . . . . . 7	21 " . . . . . 4
6 " . . . . . 8	22 " . . . . . 6
7 " . . . . . 9	23 " . . . . . 3
8 " . . . . . 9	24 " . . . . . 5
9 " . . . . . 8	25 " . . . . . 3
10 " . . . . . 9	27 " . . . . . 1
11 " . . . . . 12	28 " . . . . . 4
12 " . . . . . 16	29 " . . . . . 3
13 " . . . . . 13	30 " . . . . . 2
14 " . . . . . 17	32 " . . . . . 1
15 " . . . . . 9	35 " . . . . . 1
16 " . . . . . 13	
17 " . . . . . 5	Total, . . . . . 224
Carried up, . . . . . 171	Average time in institution, 12.8 mos.

TABLE No. 7,

*Showing the Nativity of the Boys committed during the year.*

Born in Massachusetts, . . . 149	Brought up, . . . . . 183
New York, . . . . . 6	
New Hampshire, . . . . . 5	Born in Kentucky, . . . . . 1
Maine, . . . . . 6	South Carolina, . . . . . 1
Connecticut, . . . . . 3	New Jersey, . . . . . 2
Pennsylvania, . . . . . 3	Maryland, . . . . . 2
Virginia, . . . . . 5	Scotland, . . . . . 3
Rhode Island, . . . . . 2	England, . . . . . 3
Illinois, . . . . . 2	British Provinces, . . . . . 3
Vermont, . . . . . 1	Italy, . . . . . 2
Tennessee, . . . . . 1	Unknown, . . . . . 5
Louisiana, . . . . . 1	
Carried up, . . . . . 188	Total, . . . . . 205

TABLE No. 8,

*Showing the Nativity of the Parents of those committed during the year.*

Born in Massachusetts, . . .	69	Brought up, (U. States,) . . .	143
New Hampshire, . . .	12		
New York, . . .	16	Born in Ireland, . . .	218
Maine, . . .	7	England, . . .	16
Virginia, . . .	15	British Provinces, . . .	12
Connecticut, . . .	7	Germany, . . .	7
Maryland, . . .	6	Scotland, . . .	6
Vermont, . . .	4	France, . . .	4
Kentucky, . . .	2	Italy, . . .	4
Georgia, . . .	2	Unknown, . . .	8
Illinois, . . .	1		
Rhode Island, . . .	1	Total, . . .	418
Pennsylvania, . . .	1		
Carried up, . . .	143		

TABLE No. 9,

*Showing the Social and Domestic Condition, Employments and Habits of the Boys committed the past year.*

Number who have lost one parent, . . . . .	88
both parents, . . . . .	38
whose parents were both living, . . . . .	92
who had in-door employment, . . . . .	114
who had out-door employment, . . . . .	74
who had no employment, . . . . .	34
who had been arrested once before, . . . . .	34
twice before, . . . . .	21
three times before, . . . . .	8
more than three times, . . . . .	8
who had never been arrested before, . . . . .	100
Total, . . . . .	657

It will be seen by the foregoing tables that the whole number of boys received into the institution since its opening, in June, 1860, is seventeen hundred and fourteen.

We have received the past year, ending September 30, as you will see by Table 4, two hundred and eighteen boys. Of the above number, one hundred and eighty-five were committed to the "George M. Barnard," and thirty-five to the "Massachusetts;" and of the two hundred and twenty-four boys that have been discharged from the institution during the year, one hundred and twenty-seven from the latter, and ninety-seven from the former. Eighty boys have been transferred from the "Barnard" to the "Massachusetts" during the year, to equalize, and to have a good show of large boys at the "Massachusetts" to supply the whaling fleet with recruits when they were wanted. And I am glad to say that a good business has been done in that line the past year, by sending some forty boys on whaling voyages.

Twenty of the boys committed to the institution the past year, were colored boys, and mostly from the Southern States. They came to the North as servants of the officers of our army, from whom they ran away, or were turned off to shift for themselves. They were without education when they came on board, but their progress is about equal to that of other boys.

Of the two hundred and eighty-one boys belonging to the institution October 1, 1868, one hundred and fifty are on board the "George M. Barnard," and one hundred and thirty on the "Massachusetts."

Two of our number have died during the year. George H. Warden, an inmate of the "Massachusetts," died in New Bedford, at the residence of a lady who kindly cared for him during his sickness. Patrick Dee fell from the mizen-top-gallant yard to the deck of the "George M. Barnard," and was instantly killed.

In no former year has the health of the boys connected with this institution been so uniformly good, as during the year just closed. The regularity of meals and of the hours of sleep, the invigorating sea air, the combining of manual and mental labors, all tend not only to prevent the attack of disease, but in many cases to strengthen and upbuild constitutions enfeebled by long-continued neglect of the laws of health, or by the in-

heritance of disease. The healthy appearance of the boys has often been remarked by those whose duty or kindness has led them to make repeated visits to the ships. Among the seventeen hundred and fourteen boys connected with this institution during the period of its existence, no case of typhoid fever or dysentery has ever occurred. The complaint of weak eyes among the boys seems to be gradually disappearing.

Sabbath day exercises have been without omission, and no change in the manner of conducting our Sunday services. A Bible class of all the boys in the ships has been held from nine to ten A. M. Service from eleven to twelve, followed always by short addresses from clergymen of all denominations; and many other good men have greatly assisted us in the devotions and instructions of the Sabbath. The services have been interesting and I trust profitable to the boys. They have given, without exception, serious attention to the exhortations for the time being. More pains than usual has been taken to impart to the boys a knowledge of the scriptures. Their teachings have never been explained in the narrowness and interest of any sect, but in the broad spirit of Christianity. Many of the boys have made good advancement in Bible history, etc. The boys generally, on first coming, promise resolutions of amendment, and the number is not small of them who have sought opportunity to inquire the way to a new life.

During the sailing season, the ships have visited most of the harbors and bays of Massachusetts, on both sides of Cape Cod, and given the boys an excellent chance for learning practical seamanship. Four weeks were spent in cruising with the two ships in company, and the pride the boys took in excelling the other ship in getting under way, making, taking in, and furling sail, was truly amusing.

The interest and sympathy of the public in the institution has been increasingly manifested the past year. In this connection, I desire to express my thanks to the many friends who have so abundantly supplied both ships with Sunday-school, temperance, and other religious reading, etc., etc. May they continue to sow beside all waters, and be blessed by an abundant harvest of good results.

The teachers in the school department have been faithful in the discharge of their duties, and the boys have made good

progress in the studies pursued. The boys have been more generally classified, and the instruction has been more adapted to their individual capacities than heretofore. No person who has led a seafaring life can fail to see that the idea of the theory of practical navigation obtained in our schools, will be of the greatest advantage to those of our boys whose abilities shall hereafter elevate them to positions of trust and command on shipboard.

Too much importance cannot be placed upon the instruction and discipline of the school-room, as a powerful element in the reform and improvement of the class of boys committed to our care. The boy who, under the guidance of a kind teacher, comes to love learning for its own sake, will rarely be an obstinate or vicious boy.

In conclusion, I would express my obligations to my officers, and all those who have labored with me in this work, and to you, gentlemen, for your continued aid and kindness. May God add his blessing to us all.

RICHARD MATTHEWS,  
*Superintendent.*

SCHOOL-SHIP "G. M. BARNARD," }  
BOSTON HARBOR, September 30, 1868. }

*List of Salaried Officers of the "George M. Barnard," and  
their Salaries.*

Richard Matthews, <i>Superintendent,</i>	.	.	.	\$2,000 00
Sidney Brooks, <i>Teacher,</i>	.	.	.	1,200 00
Asa Blaney, <i>First Officer,</i>	.	.	.	900 00
Charles Howard, <i>Second Officer,</i>	.	.	.	600 00
John Pennington, <i>Third Officer,</i>	.	.	.	480 00
Niles Lund, <i>Carpenter,</i>	.	.	.	480 00
Ellis Seals, <i>Steward,</i>	.	.	.	480 00
Simeon Shepard, <i>Cook,</i>	.	.	.	480 00
John Adams, <i>Captain Mess Deck,</i>	.	.	.	360 00
William Grant, <i>Captain Berth Deck,</i>	.	.	.	360 00
Edward Delano, <i>Coxswain,</i>	.	.	.	360 00
Alexander Phillips, <i>Watchman,</i>	.	.	.	360 00
Peter Smith, <i>Watchman,</i>	.	.	.	360 00
Gideon W. Perry, <i>Assistant-Teacher,</i>	.	.	.	60 00



## TEACHER'S REPORT.

*To the Trustees of the Massachusetts Nautical School.*

GENTLEMEN :—The whole number of boys in the school during the year, on board the George M. Barnard, is three hundred and twenty-five. The largest number at any one time has been one hundred and fifty-four. The daily average, one hundred and forty-two. Of these, one-half have been under instruction at the same time—the “starboard watch” attending one day, the “port watch” the alternate day.

It being thoroughly a mixed school, unmitigated even by the advantage of a separate recitation-room, the grading or promotion of the scholars can be only from class to class. This grading has been very carefully attended to. A boy's standing in scholarship is known by the class he is in, and his real merit by the number of classes through which he has worked his way. The classes are permanent, having a small range of studies, while the scholars composing them are constantly passing from a lower to a higher. A close examination with reference to this is necessary, as it is of great advantage to those desirous of progress, and there are always boys who, from indolence or want of ambition, will conceal not only what they are capable of doing, but what they really know.

The number in the first, or “Class A,” has been larger than that of the year before, averaging 34. They study the higher rules of arithmetic and every part of navigation excepting lunar observations. “Class B” also study navigation, making the whole number in that branch 60. “Class C” master the last of the elementary rules of arithmetic, long division, study the Primary Geography, and read in the Third Reader. “Class D” numbers 30. They learn thoroughly the process

of multiplication and read well in Sargent's Second Reader. "Class E," the lowest, likewise contains a larger number than last year, averaging 24. They learn to read and spell. Several of them who scarcely knew the alphabet or how to write figures have, during the year, advanced to Class C. In mental arithmetic the boys are more proficient than in the processes of ciphering. It involves less physical labor and more excitement, which suits their inclinations and previous habits.

As portions of every study can be understood by all the classes, the general exercises have been kept up and the results have been very satisfactory.

While there is nothing new in the character and condition of the boys received, and the difficulties to be met have been precisely the same, *new discoveries* are constantly made of traits, both bad and good, and capabilities for improvement which have enabled the teachers to apply their methods of instruction more successfully and to govern more easily. The case of truants and backward boys generally is that of a determination not to learn—at least, a total want of a will to learn—even to read and write. The situation of such boys, on the school ship, where the virtues of punctuality and constancy in attending school are a necessity, is similar to that of the spirited steed in the hands of the horse-tamer, which gives up the instant he finds himself outwitted and overpowered.

The appliances, however, are not generally severe—not even disagreeable. The force which elicits rapid progress where before all was dormant, is not always physical force. The pupil is pleased with his own progress and his newly-acquired power of reading understandingly, corresponding with his friends by writing, keeping accounts for himself and the prospect of filling some useful station.

The importance of the school-room in such an institution becomes more and more apparent. The founders of our government understood this, who made the establishment of the common school their first care. Eliot and his associates understood it who, before the year 1700, had in operation in the eastern part of Massachusetts more than twenty schools of Indian pupils. And our foreign missionaries and those engaged in the great work at home of elevating the freedmen understand it.

Combined with the general discipline of the ship the influence of the school on the boys generally has been highly gratifying. While here, most of them resolve to lead a new life. They have given satisfaction to the captains and officers of ships on which they have sailed, and those who find places on shore are daily met with who give evidence of their prosperous condition, and we have renewed occasion for gratitude to God for our success through the past year and hitherto.

Respectfully submitted.

SIDNEY BROOKS,  
*Teacher on the "George M. Barnard."*

## ASSISTANT-SUPERINTENDENT'S REPORT.

### *To the Trustees of the Massachusetts Nautical School.*

GENTLEMEN:—In accordance with the regulations of your Board, it becomes my duty to submit to you at this time a summary Report of the condition of this branch of the institution under your supervision.

Boys on board the "Massachusetts," Oct. 1, 1867,	. . .	141	
received from the "Geo. M. Barnard,"	. . .	80	
received from the courts,	. . .	30	
received from probation,	. . .	5	
Whole number during the year,	. . .	—	256
Boys shipped on voyages at sea,	. . .	58	
discharged on probation,	. . .	64	
transferred to the "Geo. M. Barnard,"	. . .	2	
transferred to Taunton Hospital,	. . .	1	
died,	. . .	1	
remaining on board Oct. 1, 1868,	. . .	130	256

Our fine opportunities for cruising have been well employed during the summer. The advantage of this system of cruising has been very apparent in its effect upon the boys. It relieves the monotony of a single location; affords facilities for acquiring nautical experience and geographical knowledge; brings the boys in contact with the best people of many communities; gives a wider range to observation and thought, and produces a more genial and contented frame of mind.

The advancement of the school has been very gratifying—perhaps more so than in any former year. The employment of a female assistant has been of great advantage to the smaller boys, and their improvement has been very satisfactory. Eighty-five boys now study written, and forty-five study mental arithmetic.

Good progress has been made in penmanship, and in navigation. Slates are placed in the hands of every boy, and are found extremely useful in teaching every branch of study here pursued. Writing, spelling and reading are by this means taught at the same time, while occasional lessons in elementary drawing afford a pleasing and useful recreation.

The year has been marked by many evidences of the good will and kindly interest of the community whose prominence in good works was urged by the residents of another part of the State as an argument in favor of our present location. We desire to extend our thanks to the proprietors of the two local papers, for daily copies of their interesting journals, and also to the many friends who have so kindly furnished books, magazines and juvenile papers for the boys. The young ladies whose generous benefactions were mentioned in our last report, have placed us under renewed obligations by their continued liberality. On two occasions the entire ship's company have been invited to pleasant picnics on shore; once upon the grounds adjoining the residence of Matthew Howland, Esq., and in September Murray Shipley, Esq., of Cincinnati, a gentleman deeply interested in philanthropic reforms, furnished a fine entertainment on Rose Island, in Newport Harbor. These pleasant occasions will be long and gratefully remembered.

The religious services of Sunday have been well sustained by the ministers of the city, by the kind-hearted gentleman whose name was last year mentioned in this connection with gratitude, and by the members of the Young Men's Christian Association. The influence of our regular Sunday services cannot be too highly estimated as a means of moral improvement and spiritual profit. As an evidence that such devotional exercises are not lightly valued by the boys, it has been repeatedly remarked that scarcely a Sunday passes but some of our former pupils are among the congregation from shore, attentive listeners to such teachings and advice as have helped them towards a better life.

The Sunday school has been conducted with an earnestness and fidelity characteristic of its officers and teachers. When it is remembered that this school is sustained by the voluntary labors of those to whom the Christian Sabbath has a sacred significance, and its privileges a real value, the self-sacrifice and

benevolence which devotes so much of this day to arduous toil, deserves our warmest commendation and grateful acknowledgment.

The boys have generally been well during the year. George A. Worden died of consumption in February. He was removed to good quarters on shore in December and placed under the care of a kind nurse. His peculiarly friendless condition excited the sympathy of excellent people, who smoothed with Christian kindness the last steps of a young life dwarfed by vicious surroundings, chilled by poverty and saddened by neglect, but whose closing days were made warm and bright by the ministrations of kind and loving hearts, and cheered by a confiding trust in a merciful Redeemer.

The officers, and others holding positions on board the ship, have been faithful in the performance of their duties, and merit favorable consideration and regard for their arduous and valuable labors. My thanks are cordially tendered to yourselves, and to the Superintendent, for kind suggestions and assistance.

Respectfully submitted.

M. L. ELDRIDGE,  
*Assistant-Superintendent and Teacher.*

SCHOOL SHIP "MASSACHUSETTS," NEW BEDFORD HARBOR, }  
September 30, 1868.

*List of Salaried Officers on board the "Massachusetts," and their Salaries.*

M. L. Eldridge, <i>Asst. Sup't and Teacher,</i>	. . .	\$1,800 00
George P. Smith, <i>First Officer,</i>	. . .	900 00
William Jenkins, <i>Second Officer,</i>	. . .	600 00
W. S. Perry, <i>Third Officer,</i>	. . .	480 00
Andrew Grier, <i>Carpenter,</i>	. . .	480 00
W. S. Tilghman, <i>Steward,</i>	. . .	480 00
Thornton Smith, <i>Cook,</i>	. . .	420 00
Reuben C. Harps, <i>Capt. Berth Deck,</i>	. . .	360 00
Randall Cornell, <i>Capt. Mess Deck,</i>	. . .	360 00
L. W. Colson, <i>Coxswain,</i>	. . .	360 00
George Pierce, <i>Seaman,</i>	. . .	360 00
George D. Whitney, <i>Seaman,</i>	. . .	360 00
A. A. Eldridge, <i>Asst. Teacher,</i>	. . .	200 00
D. Wade, <i>Asst. Teacher,</i>	. . .	60 00







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THIRTEENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

State Industrial School for Girls:

TOGETHER WITH THE

ANNUAL REPORTS

OF THE

RESIDENT OFFICERS.

—  
OCTOBER, 1868.  
—

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET, (CORNER OF FEDERAL.)

1869.



## Commonwealth of Massachusetts.

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### TRUSTEES' REPORT.

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*To His Excellency the Governor and the Honorable Council.*

Another year's experience has been added to the history of the Industrial School for Girls, and while we recognize no great or marked change in the institution, still, progress has been made by the inmates, in a better appreciation of the advantages offered for religious and moral culture ; a greater interest in the domestic and industrial duties ; the expression of a firmer confidence in the love and kindness of those who have already done so much to render their future brighter, happier and better ; and warmer feelings of love and attachment for the institution and those connected with its administration, which will prove a shield of defence in the hour of temptation and trial. Most of the girls look upon the school as their home, where their past misfortunes have been forgotten, their errors pardoned, and where they have been taught, protected and loved ; and the holy memories which cluster round the institution will never be forgotten.

The Superintendent, Matrons and Teachers have been faithful, firm and energetic in their administration, and with a watchful care and sympathy have endeavored to cheer, elevate and instruct those committed to their charge, and although ignorance and a previously vicious life, present many obstacles to be removed, still, with a hopefulness and zeal inspired by a higher power, they have steadily persevered in their labors of

love and sympathy, trusting that time, with both precept and example, may eventually bring reformation and improvement ; though fully realizing that bad habits and vicious propensities are not to vanish in an hour, but are to be slowly overcome by repeated warnings, and that ignorance only yields to careful instruction illuminated by active sympathy, unfailing patience and enduring love.

For the past year more attention has been given to the acquisition, by the girls, of a thorough knowledge of housekeeping ; not only in knitting, plain sewing, with the like, but in all the details of household work, for we believe that girls who must labor for their own future support, with a good knowledge of this branch of domestic education, will upon leaving the school readily find safe and respectable homes, liberal wages and kind friends.

This course may not directly add to the receipts of the school ; still, as the great result held in view is, not only to reform, but to educate and instruct in such branches of industry as shall offer the best means for their future support, and with the great demand for help in families, we repeat our belief that girls thus educated will be readily employed, their services prized and their efforts liberally rewarded.

This plan offers no interruption to their obtaining a good common school education, but on the contrary will give them greater cause for perseverance, greater trust and confidence in their own ability and power, and although their future position may be humble, still it will be respectable, and may become one of confidence, trust and affection.

It will be observed by the report of the Superintendent that the number indentured is greatly in excess of previous years. From the earnest representations of the state board of charities, and a change of opinion with some of the Trustees, and considering the family in all its relations to the young, to be the best means, not only for reformation, but also for instruction in the great duties of life, it has been thought advisable to make this experiment, hoping that it may prove to be progress in the right direction. The plan is attended by so many circumstances beyond the reach or control of the Trustees, that the future can alone determine its success or failure.

We have been pleased cordially to welcome the advisory

board of ladies appointed by the State, and hope for great advantage from their co-operation.

It became necessary to employ a new Farmer in the early part of the year. Mr. Boynton who has had charge of the farm since it became the property of the State, being offered a larger compensation for his services, resigned his place last March, and has been succeeded by Mr. Frederick Whitney.

Without neglecting the principal crops, we have given more attention during the past season to the cultivation of vegetables, with some of the smaller fruits, believing that we shall be compensated in the improved health of the girls, and that eventually a respectable income may be derived from this source.

This plan affords partial occupation for the girls with an opportunity for gaining information which may prove of great value.

We have also purchased in accordance with a Resolve of the last legislature about fifty acres of pasture adjoining the farm, thereby largely increasing the supply of milk, which heretofore has been somewhat limited.

An effort has also been made to improve the quality of the stock, particularly of the milch cows.

Mr. Whitney, has been constant in his oversight of the farm and in the discharge of his duties, and we respectfully refer to his report for further details of his work.

But, notwithstanding the prosperous condition of the farm, there is one great and serious obstacle to future success, viz, a want of barn accommodation.

The present buildings are old, badly located, destitute of all modern improvements, and but poorly calculated to meet the wants of a successful farmer.

The great secret of successful agriculture lies in the free and generous use of the proper fertilizers; without such application success is impossible; with the present buildings all such efforts would be useless, for while an inexhaustible supply of muck is readily accessible, it is almost wholly unavailable, from the want of cellar room for storage and protection from the elements.

Again, the present buildings are wanting in proper room for stock, and the farmer will find it in vain to procure an improved

breed of cows, unless they have suitable room and care during the winter.

We are, therefore, of the opinion that the interest of the Commonwealth, as well as the success of the Farmer, require the erection of a new and commodious barn.

We have had much consultation relating to the facilities for extinguishing fire in the different houses occupied by the school.

Fortunately, in the location of the institution, regard was had to a supply of water for domestic purposes. By attaching a hose to the present pipes a limited supply of water may be obtained and readily conveyed to the several rooms in the different buildings. This has been done. But as before stated the supply is limited, and in case of drouth, when most wanted, it may fail, as the quantity was originally intended only for domestic purposes; with small expense, an inexhaustible supply of water may be obtained, also, for use in case of fire, and for irrigation.

Upon a general review of the condition of the institution at the present time, the Trustees feel additional confidence in the progress and success of this most praiseworthy undertaking, and that the public have reason to rejoice that so many have been removed from the regions of vice and immorality, clothed, protected and instructed, and have become respected members of society. The future is full of hope and encouragement, and the Commonwealth may well point to this institution as among the most successful of her public charities.

J. L. S. THOMPSON,  
DANIEL DENNY,  
RUSSELL STURGIS, JR.,  
GEO. B. EMERSON,  
GEORGE CUMMINGS,  
ALBERT TOLMAN,  
FRANK B. FAY,

*Trustees.*

Dr.	STATE INDUSTRIAL SCHOOL in account with FRANK B. FAY, Treasurer.	Cr.
1867-8.	To amount paid— For salaries, labor, &c., . . . \$9,009 47 fuel and lights, (coal bill unpaid,) . . . 283 35 clothing, . . . 1,070 72 flour and meal, . . . 2,613 00 repairs, . . . 1,052 29 furniture, bedding, &c., . . . 365 57 provisions, . . . 2,180 25 groceries, . . . 1,129 50 grain for stock, . . . 449 78 transportation & travelling expenses, . . . 428 04 fruit and vegetables, . . . 172 44 medical supplies, . . . 168 37 miscellaneous expenses, . . . 2,890 74 Paid State treasurer, . . . 5,272 90 Balance to credit, . . . 2,345 21 \$29,431 63	* By balance cash on hand, Oct. 1, 1867, . \$1,600 70 collected of towns for support of girls, . 5,272 90 sale of produce, labor, &c., . . . 1,434 11 cash of State Treasurer, . . . 21,117 86
1868.		October 1, By balance cash on hand, . . \$2,345 21
(E. & O. E.)	FRANK B. FAY, Treasurer.	

\* By omission of deficiency appropriation, etc., the last account was erroneous.



## INVENTORY OF PROPERTY.

### REAL ESTATE.

Chapel, . . . . .	\$3,000 00
House, No. 1, . . . . .	12,500 00
No. 2, . . . . .	12,500 00
No. 3, . . . . .	8,000 00
No. 4, . . . . .	12,500 00
No. 5, . . . . .	4,300 00
Superintendent's house, . . . . .	2,800 00
Farmer's house, . . . . .	1,200 00
Six barns, . . . . .	1,200 00
Wood-house, . . . . .	400 00
Carriage-house and work-shop, . . . . .	300 00
Ten acres woodland, . . . . .	1,000 00
180 acres farm land, . . . . .	11,655 50
Amount of real estate, . . . . .	————— \$71,355 50

### PERSONAL PROPERTY.

Personal property in Superintendent's office, including library, . . . . .	\$375 00
Personal property in chapel, . . . . .	300 00
in store-room, . . . . .	250 00
in houses, furniture, fuel, clothing, &c.,	10,155 00
Produce of farm on hand, . . . . .	2,475 50
Valuation of stock, . . . . .	2,125 00
Valuation of farming utensils, . . . . .	971 00
Amount of personal property, . . . . .	————— 16,651 50
 Total, . . . . .	 ————— \$88,007 00

## SUPERINTENDENT AND CHAPLAIN'S REPORT.

*To the Trustees of the State Industrial School for Girls, at Lancaster.*

GENTLEMEN:—I herewith present the Thirteenth Annual Report, with the following statistics:—

Number present in the institution, Oct. 1, 1867,	157
received during the year,	56
returned from indentures,	47
returned from hospital,	1
returned having no other home,	18—279
indentured during the year,	106
returned to friends, or placed at service,	
at 18 years of age,	10
discharged as unsuitable,	3
discharged to parents in California,	2
transferred by B. S. C. to work-house,	1
over eighteen years of age, supplied with	
places,	18
sent to hospital,	2
deceased,	3
now present in the institution,	134—279
received into school from its opening,	656
returned from indenture since opening,	131
returned from hospital since opening,	14
returned, having no other home,	31
recommitted,	6

Of the whole number received since the opening of the school, there are

Now present in school,	134
Now under indenture,	111

Delivered to friends, at eighteen years of age, or who have completed their term of indenture, . . . . .	274
Dismissed to parents or friends, . . . . .	45
Discharged as unsuitable, . . . . .	55
Escaped from the institution, (first year,) . . . . .	2
Sent to hospitals and almshouses, . . . . .	29
Deceased, . . . . .	6—656
Number of separate families, . . . . .	5
Present limits of accommodations, . . . . .	150
Average attendance for the year, . . . . .	138

Of the number now in the institution, there were born—

In Massachusetts, . . . . .	93	In Nova Scotia, . . . . .	3
Maine, . . . . .	5	Canada, . . . . .	1
New Hampshire, . . . . .	6	Ireland, . . . . .	5
Vermont, . . . . .	1	Scotland, . . . . .	1—134
Rhode Island, . . . . .	4		
Pennsylvania, . . . . .	1	Of American parentage, . . . . .	70
New York, . . . . .	6	American, (col.) . . . . .	17
Virginia, . . . . .	2	Irish, . . . . .	35
North Carolina, . . . . .	1	English, . . . . .	2
Ohio, . . . . .	1	French Canadians, . . . . .	4
Texas, . . . . .	2	Scotch, . . . . .	5
Michigan, . . . . .	1	Spanish, . . . . .	1—134
New Brunswick, . . . . .	1		

Of the number now in the institution—

Both parents living, . . . . .	43	For short time, . . . . .	37
One parent living, . . . . .	69	Not at all, . . . . .	7—134
Orphans, . . . . .	22—134		
Lived at home, . . . . .	81	Attended some religious service—	
from home, . . . . .	53—134	Frequently, . . . . .	81
Before coming, attended school—		Seldom, . . . . .	38
For some time, . . . . .	90	Not at all, . . . . .	15—134

Of those now members of the school, there are—

Of nine years of age, . . . . .	5	Of fifteen, . . . . .	24
ten, . . . . .	3	sixteen, . . . . .	27
eleven, . . . . .	10	seventeen, . . . . .	13
twelve, . . . . .	15	eighteen, . . . . .	3
thirteen, . . . . .	10	nineteen, . . . . .	1—134
fourteen, . . . . .	23	Average age, 14½ years.	

Of those committed this year, when sent to us, there were—

Of nine years of age, . . . . .	2	Of thirteen years of age, . . . . .	15
ten, . . . . .	2	fourteen, . . . . .	14
eleven, . . . . .	2	fifteen, . . . . .	16—56
twelve, . . . . .	5		

Received this year from

Suffolk County, . . . . .	22	Worcester County, . . . . .	2
Middlesex, . . . . .	13	Norfolk, . . . . .	2
Essex, . . . . .	6	Barnstable, . . . . .	2
Bristol, . . . . .	4	Berkshire, . . . . .	1
Franklin, . . . . .	3	Hampshire, . . . . .	1—56

Of the whole number, since the opening of the school, we have received—

From Suffolk County, . . . . .	189	From Berkshire County, . . . . .	19
Middlesex, . . . . .	120	Hampshire, . . . . .	14
Essex, . . . . .	87	Plymouth, . . . . .	13
Worcester, . . . . .	80	Hampden, . . . . .	11
Bristol, . . . . .	61	Barnstable, . . . . .	9
Norfolk, . . . . .	46	Franklin, . . . . .	7—656

By the above, it will be seen that, instead of an increase of commitments the last year, there has been a slight decrease. The numbers committed during the six years past, having been as follows: in 1868, 56; 1867, 77; 1866, 59; 1865, 54; 1864, 64; 1863, 69.

Perhaps some who are suitable subjects for our school have not been sent because of the operation of the law requiring the payment of twenty-five dollars yearly, by the town from which a girl is sent, and the town authorities requiring payment by the parent or guardian of said girl. There are instances where town authorities have exerted influence to have some other sentence passed by a justice, rather than to commit to the reformatories; and on the *simple* ground of expense to the town, youth have been sent to jail, there to mingle with older criminals, instead of being placed where they might receive, not only restrain, but reforming and saving influences. There are parents who will not willingly allow their children to be sent, both on account of their poverty, feeling unable to pay

even this small sum, and on account of the publicity given to the fact, through the rendering of our bills to the respective towns, to be scrutinized by the authorities, and commented upon by neighbors and citizens.

Another cause which may have contributed to diminish the number of commitments, is an increasing number of private schools and reformatories, and especially some of a sectarian or denominational character. I am also led to believe that the increased interest in, and efforts for the poor and neglected, by philanthropic and Christian organizations, churches and individuals, has somewhat diminished the number which otherwise would have been sent to us,—through kindness and sympathy extended, and places secured in private families,—and, *if this be true*, we think it encouragment for extending an interest in the poor and neglected of every city and town.

But, alas! whatever may have been done, it still remains true, that *large numbers* of children and youth are left to go astray, who should be gathered into this or some kindred institution or family.

The number of indentures, it will be seen, is much larger than heretofore. The demand for help in families has been great, and, some of your board favoring a shorter period of detention here, it has been thought desirable more fully to test the matter. Of 168 indentured the past two years, about one-third have been returned as unsatisfactory. One hundred and forty-two have been sent from the school this year, mostly under indenture.

You are aware that the board of state charities recommend that a much larger number be indentured; that our policy should be so modified as to indenture not only such girls as will earn their board and clothing by their labor, and receive in some cases a small sum additional; but that girls unable to earn as much, and perhaps unwilling and wayward, be also placed in families which will be induced to receive them, and train, educate and discipline them, by receiving a small sum weekly in payment for labor and care bestowed.

You also are aware, that other deeply interested friends of the institution, believe that, in the end, more good will be accomplished by retaining them here under the continued care, watchfulness, discipline and training of experienced ladies,

and thus continuing the good work initiated in their hearts and lives, believing that generally a period of *years* is necessary to break up evil habits and supplant them with good, that *growth* in a right course of life, is essential to its continuance, and that early indenture from here is prejudicial to this.

The following is the amount of work performed by the girls in the *Sewing-room* during the year: 3,846 articles of clothing, 8 braided mats, 134 dozen pocket-books, stitched. This, together with the usual amount of mending and repairing. We should be glad if there was more of immediate remuneration, resulting from this amount of work, but it seems far more important to keep steadily in view our great design, viz.: to prepare our girls, for *self-support*, generally by household labor. Hence they are instructed mainly in kitchen and household labor, together with sewing and knitting; still, we are now making arrangements to introduce work on a small scale, which may be somewhat more profitable. However, we can never expect to do much towards making this a self-supporting institution, and, at the same time, accomplish our chief industrial design, as great improvement as possible in household work and sewing, for the great majority know nothing of work when they come, and many are slow to learn while here, and most families who take girls on indenture are unable from the pressure of other work to give them instruction in sewing or preparation of their own clothing. Hence, with our present system of indenturing, it is impossible to teach ignorant girls all these essential labors of the household, and also teach them some trade or work which shall be pecuniarily profitable.

The order of life in our families, with some variations according to the season, and circumstances, is as follows:—

4½	A. M. Kitchen girls rise.	1½	P. M. Preparation for School.
5½	“ Family rise.	2	“ School.
6	“ Breakfast.	3½	“ Recess.
6½	“ Morn'g worship in chapel.	3¾	“ School.
7	“ Work.	5	“ Recess.
10	“ Recess.	5½	“ Supper.
10.20	“ Work.	6	“ Work.
11½	“ Dinner.	8	“ Evening worship.
12	“ Work.	8½	“ Retire.
12½	“ Recess.		

The general history of the institution, the past year, I feel, has been one of quiet, steady progress in its great work. Marked improvement in general work has been made by most of the girls; good progress also has been exhibited in the school-room, particularly in writing, reading, and spelling; an improvement in conduct and spirit, an increase in the knowledge of right and wrong, with many successful efforts in performing the one and resisting the other.

The health of the girls has been generally good, but few cases of sickness occurring, and most of those of a chronic nature, save three which have resulted in death.

Charlotte Amelia Taylor died of consumption, Jan. 21st. She came to us in July, giving indications of disease, but kept about until within three weeks of her decease. A delightful change occurred in her spirit and conduct a few weeks after her coming to us. She had been wayward and disobedient, and had passed through several painful experiences. One evening, at family worship, with a softened air and subdued manner, she asked the privilege, of the teacher conducting worship, of being personally remembered in prayer, that she might be forgiven, and become a true child of God. Her evident sincerity impressed the family, and, from that day, she had the respect and confidence of the household, and as she then entered upon a life of prayer and quiet obedience and uncomplaining suffering, till, at the close, she felt to commit herself, like the dying Stephen, to the Lord Jesus, we could but feel that the Lord, in his providence, had led her hither that she might be fitted for other scenes than of earth.

Ann Eliza Smart had been feeble for some time, but for only two weeks had she been confined to her bed. She died, of ulceration of the bowels, April 13th. She came to us in August, 1867. She was a poor orphan child,—at three years of age was taken to the Temporary Home in Boston, and soon placed in a family in New Hampshire, where she remained until a few weeks previous to her coming to us. When she had been here a short time, she expressed a sense of her previous wrong conduct, and desired to lead a different life. Her spirit of patience, interest in the other girls, and prayerfulness, was gratifying to witness. The family, with whom she lived, attended the funeral with us.

Hannah Randall, who was indentured to a family, in a town adjacent, last December, was there taken sick with pneumonia, and, being of a scrofulous tendency, she slowly declined. She was very kindly nursed there for five weeks. It was daily expected she would die. She required constant care, and, as they became worn out with watching, it was thought desirable to remove her here, which was done. She continued four weeks, till, after great suffering and weariness, she died, May 26th. Months ago her religious interest had been gratifying to her Matron, and her spirit of thankfulness, of consciousness of sin, of desire for forgiveness, and of love toward all, it was very pleasing to witness.

Our chapel services have been held on the Sabbath, and morning worship, during the summer months, with apparently unabated interest, and the truths here learned, and in their respective families, from day to day, I feel may, and to many will, be of more value than "thousands of gold and silver," for thereby many will learn to depart from evil, to avoid the path leading to vice, crime, and ruin, and will become wise, both for the life that now is, and for that which opens beyond the grave. "Thy word have I hid in my heart that I might not sin against Thee," said the Psalmist, and "Through thy precepts I hate every false way," and such, we trust, will be the testimony of many who have here first learned the word of God. We do not forget that self-effort in the work of reformation is indispensable, that aid and sympathy also from friends and teachers is essential, but neither of these alone, or combined, will secure that Christlike character inwrought in the soul which shall result in a true reform of heart and life which shall be *abiding*,—a diviner sympathy, a diviner power is needed, and *prayer* to Him who giveth wisdom without upbraiding, power to the weak, humility and purity to the contrite seeker, will bring blessings to the soul immortal, of undying worth and beauty.

*Prayer*, then, we inculcate as a necessity, for each and for all. In its efficacy do we believe, and we rejoice in all encouragements and stimulants, from whatever source, to prompt us to its exercise. And upon every girl while here, and as they leave us, do we seek to impress it as a duty and a *priceless privilege*—while the sympathy and aid of earthly friends *should*



be sought and cherished—that to One ever-present, infinitely wise, good and powerful, may and *should* they look, daily and continually, for guidance and counsel, for sympathy and help, for pardon, holiness, and eternal life.

During the year past, our Farmer, Mr. A. E. Boynton, has resigned his position, and entered upon other labors, after a period of twelve years of very faithful and efficient service. His successor has entered upon the work with earnestness and fidelity, and success seems to have attended his work, as you will perceive by his report of crops just harvested.

The advisory board of ladies, created during the year past, by Act of the legislature, held their first meeting in the month of September, and will doubtless henceforth contribute, by their presence, counsel, sympathy and prayer, to the general advancement of the work heretofore shared only by yourselves, with the regular laborers of the institution.

We look forward to another year with hope and courage, designing to “Sow beside all waters, knowing not which shall prosper, but believing God will guard and nurture the seed sown, that it shall yet bring forth fruit, in many cases, to his praise and glory.

Grateful for your counsels and kindness—especially mindful of, and thankful for, the faithful and untiring labors of all my associates, this excellent band of ladies, our Matrons and Assistants, I remain,

Yours respectfully,

MARCUS AMES,  
*Superintendent and Chaplain.*

## PHYSICIAN'S REPORT.

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*To the Trustees of the Industrial School for Girls.*

With the exception of cases of chronic disease, which largely predominates, the health of the inmates of the school for the past year has been remarkably good. Rarely has there been such exemption from severe sickness, as for the past few months. But few cases of acute disease, and these readily yielding to treatment. The free use of a vegetable diet during the summer has exerted a most beneficial influence.

Three deaths have occurred within the year, two from hereditary consumption, the third from inflammation of the bowels.

No cases in hospital at the present time.

J. L. S. THOMPSON, M. D.

LANCASTER, Oct. 10, 1868.

## FARMER'S REPORT.

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*To the Trustees of the State Industrial School for Girls.*

GENTLEMEN :—I herewith present my Report of the crops and condition of the farm, for the six months it has been under my care.

The season has been favorable for nearly all kinds of farm productions. The crop of English grain is rather light, in consequence of the drought in July. The crop of hay has been very heavy, exceeding that of last year by several tons, and we have secured it in the most perfect order. Our crop of corn is remarkably good, as is also the yield of potatoes. The supply of summer vegetables has been nearly equal to the necessities of the institution, the drought injuring the pea crop and some other vegetables to some extent. Our vines have yielded well, while our melon crop has been excellent.

The supply of roots for the winter is ample for all the demands of the school, besides a good supply for feeding stock. The crop of apples is very fair, considering the limited number of trees on the farm.

I have cultivated thirteen and one-half acres; three acres to corn, three to potatoes, three to beans, four and one-half to roots and garden vegetables.

Several hundred currant and raspberry bushes were set last spring, together with a thousand strawberry plants, which are all doing well.

The products of the farm for this season, as given by the appraisers, Oct. 1, is as follows :

53 tons of hay, . . . . .	\$954 00
3 tons rye straw, . . . . .	48 00
2 tons bedding straw, . . . . .	16 00

3 acres corn fodder, . . . . .	\$112 00
450 bushels potatoes, . . . . .	315 00
15 bbls. apples, . . . . .	45 00
40 bushels cider apples, . . . . .	12 00
75 bushels oats, . . . . .	60 00
2½ tons oat straw, . . . . .	40 00
55 bushels rye, . . . . .	99 00
190 bushels corn, . . . . .	256 50
35 bushels beans, . . . . .	175 00
500 bushels roots, . . . . .	280 00
Garden sauce, . . . . .	45 00
Pop corn, . . . . .	18 00
Total, . . . . .	<hr/> \$2,475 50

A new barn would be a great addition to the farm, giving increased comfort, health and value to the stock, and also diminishing the amount of labor in caring for the stock, and enabling us to increase the amount of manure, and thereby adding greatly to the value of the farm.

A better class of milch cows seems desirable, and some change has been made in that direction.

Believing and hoping that the value and productiveness of the farm will still increase, I am,

Respectfully yours,

FREDERIC WHITNEY, *Farmer.*

Cr.

STATE FARM in account with F. WHITNEY, Farmer.

Dr.

1868. April, .	Value of stock on hand, of farming tools, of produce on hand, . . . . .	1868. October, Value of stock on hand, of farming tools, of produce on hand, . . . . .	1868. October, Value of stock on hand, of farming tools, of produce on hand, . . . . .
Expenses of the farm from April 1, to Oct. 1,	1,761 82	Summer vegetables, . . . . .	275 00
Salary of the Farmer, . . . . .	350 00	Sales during six months, . . . . .	728 99
Balance, . . . . .	2,607 47	Milk for institution, . . . . .	661 95
		Labor for institution, . . . . .	250 00
		Miscellaneous work, . . . . .	18800
			<u>\$7,675 71</u>

THIRTEENTH ANNUAL REPORT  
OF  
THE TRUSTEES  
OF THE  
STATE LUNATIC HOSPITAL  
AT  
NORTHAMPTON.

—  
OCTOBER, 1868.  
—

BOSTON:  
WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET, (CORNER OF FEDERAL.)  
1869.



# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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*To His Excellency the Governor of the Commonwealth, and  
the Honorable Council.*

Agreeably to law, as well as to custom, we present to you a brief summary of the operations, for another year, of the Northampton Lunatic Hospital.

The number of patients in the hospital on the 30th of September, 1867, was four hundred and thirteen; the number at the present date is four hundred and twenty-one. The largest number on any day in the course of the year was four hundred and twenty-three; the smallest, four hundred and six; and the daily average number resident in the house, for the whole year, four hundred and thirteen. This average is larger by twelve than in any antecedent year.

The number has constantly been as large as the hospital can well accommodate; but, owing to the excess of females, their department has been somewhat crowded, while the men's department has at no time been full.

The whole number admitted was one hundred and fifty-two. Seventeen of them were transferred, by order of the Board of State Charities, from the State hospitals at Worcester and Taunton, and one from the State Almshouse at Monson.

One hundred and one have left the hospital, eleven of them being transferred to other State institutions. Their condition, upon discharge, was as follows: cured, thirty-six; improved, forty-eight; unimproved, seventeen.



There were forty-three deaths, a number less than that of the preceding year, and a proportion not essentially different from that of the average for the ten years since the hospital was opened.

The hygienic condition of the establishment has been excellent throughout the year.

The interior of the building, and particularly the halls occupied by patients, have been inspected at each of our regular monthly meetings; and, in suitable weather, a like examination has been extended to the other parts of the premises. Neatness and good order have at all times prevailed; and at no time have we found cause for complaint.

The large amount of fertilizing material brought upon the premises in the shape of supplies, is regularly increasing the productions of the farm; and the quality of the soil, in places where there is too large a proportion of sand, is undergoing a change for the better, by the addition of meadow muck, nine hundred cartloads of which was dug in the course of the winter.

The steam apparatus has proved sufficient for all its purposes, and the building is well warmed in the season when artificial heat is required.

The gateway at the main entrance from the town road has been erected; and the gates, which are of wrought tubular iron have been hung. The whole is very substantially constructed, and is an ornament to the premises.

By an exchange of land with Samuel Day, under a Resolve of the last general court, the boundary of the farm, on the south-east, has been straightened, making but two lines where there were five. The appearance of the farm has thus been improved, and the necessary land acquired for a foot-path to the road, by which the distance will be considerably less than by the route for carriages.

It is with no little satisfaction that we are able to report that, for the first time since the founding of the hospital, we have passed a year without borrowing money. The assets of the institution have increased considerably, enabling us to purchase supplies in large quantities, and to take advantage of the market without the ever oppressive drawback of interest, or of discount. This result has been attained by an augmented income from boarders; adherence to the rule of purchasing supplies of

whomsoever, the quality of the article being the same, will sell at the lowest price; a strict system of accountability in the distribution and use of those supplies; and a careful and prudent management of the affairs of the hospital generally.

The annual earnings of the hospital from boarders, or private patients, as distinguished from town and State patients, for each of the last eight official years, is as follows:—

Official year 1860–61,	.	.	.	\$12,088 34
“ “ 1861–62,	.	.	.	14,228 19
“ “ 1862–63,	.	.	.	14,972 35
“ “ 1863–64,	.	.	.	17,397 78
“ “ 1864–65,	.	.	.	17,556 62
“ “ 1865–66,	.	.	.	19,475 09
“ “ 1866–67,	.	.	.	24,108 91
“ “ 1867–68,	.	.	.	29,216 55

These sums were for *board* alone, not including clothing or other contingencies.

It will be perceived that the earnings from this class of patients, during the year just closed, exceeded those of any preceding year by five thousand one hundred and seven dollars and sixty-four cents, (\$5,107.64); and that this amount of increase is greater than at any former time between two consecutive years.

The annexed report of the Treasurer contains the general details of receipts and disbursements.

The accounts have been audited and approved, showing an amount, on the 30th of September, of assets available for future disbursements, equal to	.	.	.	.	\$12,570 91
Liabilities at the same date,	.	.	.	.	8,201 87

Balance of assets,	.	.	.	.	.	\$9,369 04
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The food and other supplies now on hand are paid for.

It will thus be perceived that the hospital is, for the present, a self-supporting institution, and consequently we have no financial appeal to make to the legislature. If, in the future, the earnings should exceed the current expenses, the excess,

after adding something more to the working fund, will all be needed for repairs and improvements.

We cannot close this Report without calling your attention to the services of our Superintendent. Some of his works will show for themselves, in his report accompanying our own ; yet we, who hold the institution in trust by your commission, feel that we cannot, in the printed page, make known to you the comfort and satisfaction it is to us to know that we have so competent a man to conduct its affairs. From the minute details of the supplies for the house to the delicate correspondence with the friends of patients and with men eminent in the study and treatment of insanity, both in this country and in Europe, we have always found him not only capable of performing the duties of his position, but accomplishing them with all the zeal of personal interest. The order and discipline which characterize the whole establishment, are matters which we think will give great pleasure and satisfaction to yourselves, whenever you visit the hospital ; and as evidence of unremitting care and of the economical management of the finances of the institution, we invite your attention not only to the accumulated fund, but likewise to the heavy and substantial repairs and improvements constantly in progress, and the works of taste and art with which the interior of the building has been adorned.

In thus presenting to you this hospital, in better condition and more flourishing than at any former period, we commend it to the kind consideration of the government and the people of the Commonwealth, and to Divine Providence, under whose blessing it has thus far been enabled to accomplish the beneficent objects for which it was intended.

S. M. SMITH,  
ELIPHALET TRASK,  
HENRY L. SABIN,  
EDMUND H. SAWYER,  
EDWARD HITCHCOCK,  
*Trustees.*

NORTHAMPTON, October 2, 1868.

## TREASURER'S REPORT.

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*To the Trustees of the Northampton Lunatic Hospital.*

The Treasurer respectfully submits the following statement of the receipts and expenditures for the year ending September 30, 1868:—

### RECEIPTS.

Balance in hands of Treasurer, Sept. 30, 1867, .	\$450 11
Received for board and contingencies of private patients, . . . . .	34,987 18
for board and contingencies of town patients, . . . . .	9,942 43
for board of State patients, . . . . .	51,166 48
for animals and produce of farm sold, . . . . .	1,811 11
on sundry accounts, . . . . .	380 98
from special appropriation, . . . . .	3,000 00
	\$101,738 29

### PAYMENTS.

For provisions and supplies, . . . . .	\$35,602 03
fuel, . . . . .	10,000 18
gas and oil, . . . . .	1,085 51
salaries and wages, . . . . .	13,645 75
furniture, . . . . .	5,477 61
clothing and dry goods, . . . . .	5,417 73
contingencies, . . . . .	2,751 92
farm, . . . . .	4,623 32
farm stock, . . . . .	1,804 80
farm wages, . . . . .	1,538 42
repairs and improvements, . . . . .	8,096 30
miscellaneous expenses, . . . . .	2,096 96

8 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

To bank debt, as per report of 1867, . . .	\$8,000 00
Balance in hands of Treasurer, . . .	1,597 76
	<hr/>
	\$101,738 29

S. M. SMITH, *Treasurer*.

The Committee appointed to audit the accounts of the Treasurer have attended to the duties assigned to them, and report that they have examined the books and accounts of the Treasurer, and find proper vouchers for all entries made.

ELIPHALET TRASK.

EDMUND H. SAWYER.

NORTHAMPTON, October 10, 1868.

## SUPERINTENDENT'S REPORT.

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*To the Board of Trustees of the Northampton Lunatic Hospital.*

GENTLEMEN:—Although you have not been inattentive observers, or careless guardians and directors of the hospital during the official year now brought to a close, and consequently need no special account of its operations, yet it may be of some interest to you, as well as to others, if, in the report required by law, a general summary, with something of detail of those operations be presented.

The institution, when viewed from the stand-point of one who wishes to represent its condition and its progress, presents itself with three very evident, and, to a certain extent, distinct departments—the Medical, the Material, and the Financial. Considered in reference to the great ends for which it was founded, and with a view to ascertain the extent to which those ends have been attained, the medical department becomes the most important. To this, then, our attention will be first directed.

### MEDICAL AND STATISTICAL HISTORY.

The numerical history of the medical department, with the general results, is embodied in the subjoined table:—

	Men.	Women.	Total.
Patients in the hospital, Sept. 30, 1867, .	175	238	413
Admitted from the general population, .	63	72	135
Transferred from other State hospitals, .	5	11	16
Transf'd from State Almshouse, Monson, —	—	1	1
Whole number in the course of the year,	243	322	565
Discharged, including deaths, . . .	73	71	144
Remaining, Sept. 30, 1868, . . .	170	251	421

## CONDITION OF THE PATIENTS DISCHARGED.

	Men.	Women.	Total.
Recovered, . . . . .	19	17	36
Improved, . . . . .	20	28	48
Unimproved, . . . . .	9	8	17
Died, . . . . .	25	18	43
Total, . . . . .	73	71	144

Daily average number of patients, . . . . . 413.41

Largest number on any day, . . . . . 423

Smallest " " " . . . . . 406

The daily average number of patients was larger by 12.37 than in any preceding year.

The admissions, discharges, and average daily number in the hospital for each month in the year, are shown by a table in the Appendix. The largest monthly number of admissions was *twenty-three*, in June; the smallest, *eight*, in May.

Of the patients admitted, *seventy-six* were private boarders; *twenty*, town patients; and *fifty-six*, State patients.

The number of private boarders admitted, as well as the daily average number in the hospital, is considerably larger than in any antecedent year.

Of the patients who recovered, *seventeen* were boarders, *five* town patients, and *fourteen* beneficiaries of the State.

Of the patients who died, *thirteen* were boarders, *seven* town patients, and *twenty-three* State patients.

Several tables illustrative of the numerical history and results of the working of the hospital during the year may be found in the Appendix. These statistics must be taken for just what they are intended to represent—nothing less and nothing more. The careful searcher for truth will hardly venture to use them as premises from which to obtain general conclusions upon the important civil and social questions which affect the well-being of our race. Not that they have greater defects than most others of their kind; but because nearly all are so undigested, and are affected by so many unexpressed conditions, that if used as the elements of a calculation, they must inevitably often lead to error, and rarely to anything more than a distant approximation to truth.

## TREATMENT.

Were the annual reports of the hospital to be read by the Trustees alone, there would be no necessity for repetition, from year to year, of the principles and the pursued methods of treatment of the insane. But in each successive season the Report finds a large circle of new readers who are uninformed upon the subject, yet to whom it has, perhaps unexpectedly, become a matter of deep interest, inasmuch as it is connected with the welfare of some near and dear relative, or some intimate friend. Beside, let repetition be pursued as long as it may, the people will never be too fully enlightened upon the subject. There are still only too many persons who appear to think that the curative treatment is a species of mysterious exorcism, or sorcery; only too many, like him who once requested a physician of my acquaintance to let him know when we were "going to cure up a lot of the patients," for he wanted "to come up and see how it is done."

The proper treatment of insanity, like that of all other human diseases, consists in the discriminative and judicious use of all agents which may promote the health of the body or affect the mind for good.

Those agents are numerous, some of them physical, some intellectual, some moral. Hence, for many years it has been customary to speak of the treatment as *medical* and *moral*.

## MEDICAL TREATMENT.

I have nothing new to report in regard to the medical treatment. As heretofore, we have pursued the course approved by the general hospital practice of the last forty years, and based upon the evident fact that insanity is essentially a disease of debility. Tonics, including some stimulants, are the principal medicines, assisted, as the case may require, by nervines, soporifics, alteratives or cathartics. The lancet is emphatically an instrument of the past, and cups and leeches are very nearly in the same category. The propriety of the almost universal use of those direct depletives, from fifty to a hundred years ago, can be understood only upon the supposition, either that the more hardy habits of that time imparted greater vigor of constitution, or that the disease was then essentially different from what it is at the present day.



## MORAL TREATMENT.

Moral treatment, as the term is generally understood, includes some agencies which might more strictly be called hygienic, as their curative influence is primarily exerted upon the body. The mental or moral influence is secondary. It includes all agencies, the direct and immediate operation of which is upon either the intellect, the passions, the propensities, or the moral and religious sentiments. Practically, in a hospital, everything in the management of patients other than the administration of medicine, the nursing of the sick, and the use of the bath, is considered as moral treatment. The internal polity of the house, the regular hours, the extension of privileges, the imposition of restraints, all the details of what is called discipline, are included under this head, no less than those other agencies which will demand more special notice, as manual labor, religious worship, intellectual employment, and recreation and amusement, in their diversified forms.

Although, in some cases of recent or acute mania, proper medical treatment works to almost marvellous results, and is of great advantage in many other cases, yet, if all the inmates of the hospital be considered, the paramount influence for good may, perhaps, be accorded to the moral treatment. Conviction of this truth becomes stronger and stronger as year upon year is added to experience in this specialty. And when, by a happy combination of the two methods, and more especially by the full developement and effective working of that which is called Moral, insanity shall be so shorn of those obvious eccentricities which immediately arrest the attention, that curious but disappointed visitors to hospitals shall all say, as one is known once to have said, "There is no fun in visiting a hospital for the insane, if the patients act like other people," then will the treatment of mental disorders have achieved its greatest, its final and triumphant victory.

There are one or two points of moral treatment not often alluded to, but upon which it may not be useless to dwell for a moment. The first is the practice, very general among the people at large, and, it is to be feared, only too common in hospitals, of pretending to believe, and even encouraging, the delusions of the insane. It is a false method, and injurious as it is false. Like falsehood in all its forms, it works to evil

ends. No honest, true and faithful "minister to a mind diseased" will ever yield assent to the delusive ideas and notions of his patient. Much less will he openly express his belief that they are true, and treat his patient as if they were so. He who, having charge of an insane man, asserting himself to be Julius Cæsar, Napoleon, or any other military hero, accords pretended belief of that assertion, addresses his patient by the assumed name or title, and, last and worst, decorates him, or permits him to be decorated, with military garments, is false to the principles and objects of his calling. He is confirming the insanity of his patient, not curing or ameliorating it. And what is true in this more strikingly illustrative case, is true as applied to delusion in all its manifold forms and phases. The reason is obvious. The delusion appears to be truth to the insane man. He asserts it to every man he meets, and all declare it to be true. He now has the evidence, not of his own convictions alone, but of what he believes to be the convictions of other men. He reasons upon this as logically as if not insane. What all believe to be truth cannot well be error. Thus his delusion becomes fixed. What shall afterwards eradicate it? No superintendent of a hospital can be too careful, not only as regards himself, but all who are employed in the institution under his care, to see that the influences surrounding his patients do not tend to perpetuate delusion rather than to obliterate it.

Another point to which allusion has been made is closely allied to the one already mentioned, although not identical with it. It is the propriety of conversing with the insane upon the subject of their mental disorder.

When accompanying Dr. Damerow, "Director" of the large hospital at Halle, in Prussia, through that establishment, I was surprised at the freedom with which he talked to his patients in regard to their insanity. The example has not been forgotten, and, since that time, I have pursued the practice to a much greater extent than before. If properly approached, a considerable number will enter into conversation upon the subject, and, apparently, in some instances, with restorative benefit. The expressions, "There is no use in arguing with the insane," and "You can't cure insanity by argument," are not unfrequently heard. How true soever they may be as general

propositions—and they are emphatically so in many cases—it is *not* universally true that no useful impressions can be made in this way. At one time, when at Bloomingdale, I had two patients, in different wards, both of whom claimed to be Jesus Christ. I one day had them brought together, and when one of them had just asserted that he was Jesus, I said to him, “Here is another man who says that he is Jesus.” He looked at the man with an aspect of surprise, and in a few moments said, “There must be something wrong in this matter: we can’t both be Jesus.” At any rate, it must be clear to every one, that appropriate argument against delusion, and the knowledge on the part of the patient that no one but himself believes the delusion, must, in many cases, eventually have a very different effect from assent to the delusion and encouragement of it by others.

Some of the more prominent parts of the moral treatment will now be considered.

#### MANUAL LABOR.

The many advantages of manual employment have been so fully described in former Reports, that the mere allusion to them may suffice for the present purpose. You are well aware that such occupation is encouraged; and the many groups of patients so occupied have been so many evidences of the extent to which it is participated in. During the past year there certainly has been no less of it than in any preceding year; and the assertion, heretofore made, that at least three-fourths of all the labor upon the premises is performed by patients, expresses a low rather than a high estimate. The State beneficiaries furnish much the largest part of the workers.

Aside from the ordinary employments of farming and domestic economy, the repairing and making of mattresses has been pursued, chiefly in the winter, as in some former years. The picking of hair, and the sorting and splitting of husks, for mattresses, is almost wholly performed by patients, in the winter months. The results of this labor are as follows:—

Hair mattresses made,	.	.	.	.	.	.	15
Hair mattresses re-picked,	.	.	.	.	.	.	45
Hair pillows made,	.	.	.	.	.	.	22

Hair pillows re-picked, . . . . .	40
Husk mattresses made, . . . . .	19
Old mattresses re-filled with new husks, . . . . .	38
Old mattresses made fuller with new husks, and re-tied, . . . . .	45

## EXERCISES AND ENTERTAINMENTS.

During the year just expired, as during the two by which it was next preceded, a record has been preserved of the attendance at the exercises and entertainments in the chapel. Both the actual number of patients, at these assemblies, and their relative proportion to the whole number in the house, have increased; and it is proposed, once more, to give a synopsis of the records.

The number and the purposes of these gatherings, as well as of others not in the chapel, are shown by the following schedule:—

1. <i>Exercises in Chapel on the Sabbath—</i>	
Divine worship in the afternoon, . . . . .	52 days.
2. <i>Exercises in the Chapel on secular evenings—</i>	
Scripture reading and sacred music, . . . . .	117 “
Sacred music and reading of poetry, . . . . .	52 “
Sacred music and reading of prose, . . . . .	57 “
Lectures, . . . . .	31 “
Other entertainments, . . . . .	4 “
3. <i>Evening entertainments in the patients' halls—</i>	
Exhibition with the magic lantern, . . . . .	2 “
4. <i>Entertainments in the rotunda—</i>	
Dance in the evening, . . . . .	27 “
5. No gathering, . . . . .	24 “
Total, . . . . .	366 days.

## 1. EXERCISES IN CHAPEL ON THE SABBATH.

A large part of the patients, the officers and the employees of the hospital, have regularly assembled for divine worship in the chapel, upon Sabbath afternoon. The services have been conducted, as heretofore, by the ministers of the several denominational churches in the town, in rotation; and upon several Sabbaths we have been indebted to members of the choirs of the

First Congregational, the Episcopal, and the Unitarian Church, for a pleasant addition to the music of the hospital choir.

The experience of another year has in no wise diminished my opinion of the utility of these assemblies, but, on the contrary, has confirmed it; and it may not be improper here to repeat what was expressed last year, that, were the design of a hospital of this kind committed to me, the chapel would be made to seat as many persons as the house would accommodate of patients.

The subjoined table shows the whole number of persons resident in the house who were present at the religious services, as well as the number of patients, and of officers and employees, composing each assembly.

*Attendance at Chapel on the Sabbath.*

SABBATH.	DATE.	WHOLE NUMBER.			OFFICERS AND EMPLOYEES.			PATIENTS.		
		Men.	Women.	Total	Men.	Women.	Total	Men.	Women.	Total
1st,	Oct. 6,	124	162	286	14	14	28	110	148	258
2d,	13,	127	171	298	14	13	27	113	158	271
3d,	20,	132	167	299	14	16	30	118	151	269
4th,	27,	134	171	305	17	14	31	117	157	274
5th,	Nov. 3,	130	176	306	16	20	36	114	156	270
6th,	10,	131	185	316	13	21	34	118	164	282
7th,	17,	124	179	303	11	16	27	113	163	276
8th,	24,	126	178	304	15	19	34	111	159	270
9th,	Dec. 1,	120	174	294	12	15	27	108	159	267
10th,	8,	141	191	332	13	15	28	128	176	304
11th,	15,	143	192	335	14	18	32	129	174	303
12th,	22,	147	200	347	14	19	33	133	181	314
13th,	29,	149	195	344	15	16	31	134	179	313
14th,	Jan. 5,	140	191	331	15	18	33	125	173	298
15th,	12,	144	182	326	15	20	35	129	162	291
16th,	19,	137	180	317	15	15	30	122	165	287
17th,	26,	149	191	340	18	19	37	131	172	303
18th,	Feb. 2,	139	193	332	14	18	32	125	175	300
19th,	9,	145	188	333	14	19	33	131	169	300

*Attendance at Chapel on the Sabbath—Concluded.*

SABBATH.	DATE.	WHOLE NUMBER.			OFFICERS AND EMPLOYEES.			PATIENTS.		
		Men.	Women.	Total.	Men.	Women.	Total.	Men.	Women.	Total.
20th,	Feb. 16,	141	181	322	15	17	32	126	164	290
21st,	23,	140	177	317	13	17	30	127	160	287
22d,	Mar. 1,	141	175	316	13	17	30	128	158	286
23d,	8,	133	173	306	12	18	30	121	155	276
24th,	15,	144	181	325	14	20	34	130	161	291
25th,	22,	144	185	329	14	19	33	130	166	296
26th,	29,	140	180	320	13	20	33	127	160	287
27th,	April 5,	137	183	320	12	19	31	125	164	289
28th,	12,	136	186	322	14	19	33	122	167	289
29th,	19,	135	183	318	13	17	30	122	166	288
30th,	26,	136	183	319	16	19	35	120	164	284
31st,	May 3,	140	186	326	15	16	31	125	170	295
32d,	10,	133	187	320	15	18	33	118	169	287
33d,	17,	132	183	315	16	18	34	116	165	281
34th,	24,	135	171	306	16	14	30	119	157	276
35th,	30,	133	176	309	16	15	31	117	161	278
36th,	June 7,	138	175	313	18	15	33	120	160	280
37th,	14,	140	174	314	15	15	30	125	159	284
38th,	21,	128	164	292	15	16	31	113	148	261
39th,	28,	129	179	308	14	19	33	115	160	275
40th,	July 5,	133	168	301	12	17	29	121	151	272
41st,	12,	125	168	293	12	16	28	113	152	265
42d,	19,	130	175	305	11	15	26	119	160	279
43d,	26,	127	175	302	16	18	34	111	157	268
44th,	Aug. 2,	132	170	302	15	19	34	117	151	268
45th,	9,	133	177	310	17	18	35	116	159	275
46th,	16,	135	180	315	16	17	33	119	163	282
47th,	23,	130	184	314	13	17	30	117	167	284
48th,	30,	131	180	311	16	13	29	115	167	282
49th,	Sept. 6,	128	187	315	14	15	29	114	172	286
50th,	13,	133	186	319	15	18	33	118	168	286
51st,	20,	122	188	310	14	19	33	108	169	277
52d,	27,	125	176	301	15	16	31	110	160	270

Upon forty-six of the fifty-two Sabbaths the audience consisted of three hundred persons or more. Upon thirteen of those days the number was between three hundred and three hundred and nine, inclusive; upon sixteen, it was between three hundred and ten and three hundred and nineteen; upon nine, between three hundred and twenty and three hundred and twenty-nine; upon five, between three hundred and thirty and three hundred and thirty-nine; and upon three, between three hundred and forty and three hundred and forty-nine.

The largest number on any day was—Men,	.	.	147
Women,	.	.	200
<hr/>			
Total,	.	.	347

This was on "Pilgrim's Day,"—the 22d of December.

The smallest number was—Men,	.	.	.	124
Women,	.	.	.	162
<hr/>				
Total,	.	.	.	286

This was upon the first Sabbath, when many of the household were fatigued with the labors attendant upon the closing of an official year of the hospital.

The average attendance, for the year, was—Men,	.	134.62
Women,	.	180.04
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Total,	.	314.66

This average is larger by fourteen than in any preceding year.

#### *Patients at Chapel on the Sabbath.*

But the important question arises, "How many at each meeting for worship were patients?" It will be perceived by an inspection of the foregoing table, that this question is already answered. But, for the benefit of persons who dislike the study of figures in tabular arrangement, the most important results derived from the table will be mentioned.

The largest number of patients present on any Sabbath was, 133 men and 181 women, a total of 314. This was on the 22d of December. The smallest number, which was upon the first Sabbath, was 110 men and 148 women, a total of 258.

The number was from 310 to 314, inclusive,	on	2	Sabbaths.
from 300 to 309,	"	on 5	"
from 290 to 299,	"	on 6	"
from 280 to 289,	"	on 18	"
from 270 to 279,	"	on 14	"
from 260 to 269,	"	on 6	"
below 260		on 1	"

The average number for the fifty-two Sabbaths, setting aside fractions, was 120 men and 163 women, a total of 283.

This average is considerably larger than in any former year. But the average number of patients resident in the house, as has already been shown, is thirteen in excess of any preceding year. Hence are suggested the questions, "What *proportion* of the patients attend chapel?" and, "Has that proportion increased?"

The smallest proportion was on the first Sabbath, when it was 62.92 (very nearly 63) per cent. In other terms, of every hundred patients in the house, sixty-three were at chapel.

The largest proportion was on the 22d of December. It was then 76.58 per cent.; or, of each hundred in the house, seventy-six were at chapel.

The average proportion for the fifty-two Sabbaths was 68.54 per cent. Hence of each hundred of the average number of patients resident on the fifty-two Sabbaths, sixty-eight (plus) attended divine worship. This number is larger by two than in any antecedent year.

There were twelve Sabbaths upon which the proportion at chapel was over seventy to each hundred in the house. On one of them it was seventy-four, and on two of them seventy-six.

The degree of attendance varied, to some extent, with the seasons. In summer, when the heat was oppressive, it was smaller than in winter. Thus, in July, only sixty-six patients (66.25) of every hundred were present; while in December there were seventy-three (73.25).



The average attendance for June, July, and August was but sixty-seven (67.02) to the hundred; but for December, January, and February it was seventy-two (72.86). On the last four consecutive Sabbaths of December the average was seventy-five (75.07) to the hundred. In other words, three-fourths of the patients in the house, on those four days, were at chapel.

The largest proportion of either sex, on any day, was of men, on the 22d of December, when seventy-eight (78.36) to the hundred were at the services. The proportion of women on the same day, was seventy-five (75.41) to the hundred.

In closing this section of the Report, the opinion expressed last year may be repeated with fuller confidence than at that time, that if, at the opening of a hospital, the position were taken that attendance at chapel was expected of all, at least three-fourths of the patients would attend regularly.

## 2. EXERCISES IN CHAPEL ON SECULAR EVENINGS.

*Scripture Reading and Sacred Music.*—Upon one hundred and seventeen secular evenings in the course of the year, the exercises in the chapel consisted of the reading and singing of two hymns, and, between them, the reading of a chapter from the Bible.

The number present on each evening was recorded, without distinction between patients, on the one hand, and officers and employees, on the other; but the average number of the latter must have been from twenty-five to twenty-seven.

The largest number present on any evening was three hundred and fifteen, of whom one hundred and thirty-eight were men, and one hundred and seventy-seven women.

The smallest number was two hundred and fifty-one, of whom one hundred and five were men, and one hundred and forty-six women.

The average number for the one hundred and seventeen evenings was: men, one hundred and twenty-one (120.78); women, one hundred and sixty-three (163.49); total, two hundred and eighty-four (284.27). This average exceeds that of any preceding year by sixteen (16.84).

The audience at this exercise, as on that of the Sabbath, differed with the changing seasons, being largest in winter. In the course of December, January and February, the exercise

occurred on twenty-four evenings; and on each of thirteen of them more than three hundred persons were present.

*Sacred Music and Reading of Poetry.*—The reading between the two hymns consisted, on each of fifty-two evenings, of some poem or extract of poetry considered appropriate. In making the selections, variety was always kept in view, so that a part of the audience, at least, if not all, might be gratified. Hence, among them were Milton's "Adam and Eve's Morning Hymn," for the devout and the prayerful, as well as for them who can perceive a semblance of the glory of Deity in all his works; Whittier's "Clear Vision," for such as daily walk amidst grandeur and beauty which they do not appreciate; Shakespeare's interview between Wolsey and Cromwell, for lovers of the pathetic drama; "Up in the Barn," "One Pair of Stockings," and Ricketson's "Old Barn," for the farmers; "Don't Slop Over," for the rash and the heedless; "Only a Stranger's Grave," for the careless and the thoughtless; Browning's "Pied Piper of Hamelin," for lovers of the marvellous; Holmes's "Joe and Bill," for elderly persons—believed to be many—who think they feel as young as ever; Lowell's "Unhappy Lot of Mr. Knott," for the laughers at fun and pun; "St. Patrick was a Gentleman," for all his Celtic disciples; Burleigh's "Little Botanist," for those who can sympathize with childhood and with nature; "The Children in the Wood," and Wordsworth's "Lucy Gray," for the lovers of pathos wherever it is found; Parnell's "Hermit," for such as interpret the Divine Providence by the seen rather than by the unseen; and "The Loved and Lost," "The Common Lot," and "Trial and Faith," for all—yes, all.

The largest audience upon either of these fifty-two secular evenings consisted of three hundred and eighteen persons, of whom one hundred and thirty-five were men, and one hundred and eighty-three women. The smallest was composed of one hundred and eight men and one hundred and fifty-five women, a total of two hundred and sixty-three.

The average number for all the evenings was: of men, one hundred and twenty-two (122.31); of women, one hundred and sixty-eight (167.65); and of the whole number, two hundred and ninety (289.96.)

This average exceeds that of any former year by very nearly twenty-one (20.94).

*Sacred Music and Reading of Prose.*—Upon fifty-seven evenings the reading consisted of miscellaneous selections of prose. In this, as in the poetry, an attempt was made to give diversity to the character of the subjects; and, of all the evenings in the week, that upon which “a story” was expected became the most popular, and the chapel was consequently the most fully attended. On each of seventeen evenings the number of persons present was more than three hundred, and some of the largest audiences reported under the foregoing sections came together in the expectation of hearing a “story”—but they did not get what they expected.

Among the evenings generally considered the most interesting, were the three which were devoted to the reading of the domestic tale, entitled, “Fred, Maria and Me.”

The largest number of persons present on any of the fifty-seven evenings, was three hundred and twenty-two, of whom one hundred and forty-two were men, and one hundred and eighty women. The smallest number on any evening was two hundred and sixty-eight, of whom one hundred and sixteen were men, and one hundred and fifty-two women.

The average number for the fifty-seven evenings was: of men, one hundred and twenty-four (124.33); of women, nearly one hundred and sixty-seven (166.66); and of the whole audience, two hundred and ninety-one (291). This average is larger by seventeen than in any preceding year.

*Lectures.*—A course of thirty-one lectures was given in the chapel, on secular evenings, beginning on the 12th of November, and ending on the 12th of May. The subjects, together with the number of persons present upon each evening, are shown by the following table:—

Number.	S U B J E C T S .	P E R S O N S P R E S E N T .		
		Men.	Women.	Total.
1	National and Local Manners and Customs, . .	121	164	285
2	" " " " . .	118	166	284
3	" " " " . .	117	169	286
4	" " " " . .	110	164	274
5	" " " " . .	111	159	270
6	Paris and the Parisians, . . . . .	138	176	314
7	The District School as it Was, . . . . .	140	175	315
8	Paris and the Parisians, . . . . .	143	178	321
9	Libraries and Educational Institutions of Paris, .	134	173	307
10	Ascent of Mt. Vesuvius, . . . . .	124	166	290
11	Pneumatics ; experiments with the air-pump, .	133	166	299
12	Description of Vesuvius, Etna and Stromboli, .	133	171	304
13	Pneumatics, with the air-pump, . . . . .	126	177	303
14	Description and uses of the Barometer, . . . .	137	169	306
15	Pneumatics, with the air pump, . . . . .	143	174	317
16	Astronomy, illustrated with the Magic Lantern, .	145	173	318
17	Electricity, with experiments, . . . . .	138	171	309
18	Meteorology ; Storms, . . . . .	140	162	302
19	Expansibility of air ; the Ericsson Engine, . .	141	162	303
20	Hydrogen, with experiments, . . . . .	131	163	294
21	Oxygen, with experiments, . . . . .	136	163	299
22	Nitrogen and Carbonic Acid, with experiments, .	131	159	290
23	Chlorine, with experiments, . . . . .	132	167	299
24	Malta and the Maltese, . . . . .	137	164	301
25	" " " " . . . . .	132	167	299
26	Balloons, . . . . .	136	170	306
27	Chemical Composition of Food, . . . . .	131	171	302
28	Botany, . . . . .	132	171	303
29	" . . . . .	135	168	303
30	" . . . . .	140	173	313
31	" . . . . .	121	175	296

At each of eighteen of the lectures there were more than three hundred persons in the audience. The most numerous attendance was at the eighth lecture, when the number was three hundred and twenty-one, of whom one hundred and forty-three were men, and one hundred and seventy-eight women. The smallest gathering was upon the fifth evening, and was composed of one hundred and eleven men, and one hundred and fifty-nine women, a total of two hundred and seventy.

The average attendance for the thirty-one evenings was: of men, one hundred and thirty-two (131.81); of women, one hundred and sixty-eight (168.58); and of both sexes, three hundred (300.39). This exceeds that of any antecedent year by seventeen (17.48).

For the lecture upon Astronomy, illustrated by beautiful diagrams, we are indebted to Mr. J. W. Cadwell, of Springfield. The thirty other lectures were delivered by the Superintendent.

*Other Entertainments.*—In the course of the year there were four entertainments in the chapel which cannot properly be classed in any of the foregoing divisions. Two of them were concerts of instrumental music, one an exhibition of “dancing fairies,” and one an exhibition with the oxy-hydrogen microscope. One of the concerts was a gratuitous contribution to our enjoyment by the “Young Gent’s Band,” of Northampton. For the pleasure derived from the exhibition of the “fairies,” likewise gratuitous, we are indebted to Mr. Cadwell.

The attendance upon these occasions, of persons resident in the hospital, was as follows:—

	Men.	Women.	Total.
Young Gents’ concert, . . .	144	172	316
Second musical concert, . . .	135	176	311
Fairies, . . . . .	150	190	340
Microscope, . . . . .	139	177	316
Average attendance, . . .	142	178.75	320.75

As these entertainments were extraordinary, as well as attractive, they uniformly drew large audiences.

Thus closes the account of all the gatherings in the chapel, of which there were three hundred and thirteen, in the course

of the year. At no one of them was the number of persons less than two hundred and fifty, while at no less than one hundred and eleven of them, the number present exceeded three hundred.

It is not thought necessary again to enter into an exposition of the reasons for the believed utility of this department of the internal polity of the hospital.

### 3. EVENING ENTERTAINMENTS IN THE HALLS.

As a variation of the general routine, exhibitions, upon two evenings, with the magic lantern, were given by Dr. Bartlett, in the halls occupied by patients.

### 4. ENTERTAINMENTS IN THE ROTUNDA.

*The Dance.*—Assemblies upon the ample rotunda, for the social amusement of the dance, have occurred upon twenty-seven evenings in the course of the year. They were usually attended by about two hundred persons, of whom from thirty to forty were officers and employees. Attendance upon the part of the patients is optional with themselves.

As these entertainments are conducted—order and decorum being required—I believe, as heretofore, that they are useful as a part of the general plan of treatment.

### *Reading, Recreations and Amusements.*

*Reading.*—The library now contains more than thirteen hundred volumes of books upon miscellaneous subjects; considerable additions having been made to it in the course of the year. The patients select such books as they please, upon regular “library days,” and a record is kept of them. The number of volumes taken out, in the past year, is sixteen hundred and forty-three. This is larger by two hundred and nine than in any former year.

Aside from this large, permanent fund of reading matter, the current literature and news is brought into the hospital in no inconsiderable quantities. Three monthly magazines, and two semi-weekly, twenty-three weekly, and fourteen daily newspapers are taken by the hospital and its inmates.

*Recreation.*—The nearly two miles of road upon the farm,

and the groves, furnished with swings and "park settees," give liberal scope for exercise and recreation.

A daily record is kept of the number of patients who walk out from the female department, and from this is compiled the following table, which shows the extent of this exercise, for every month in the year :—

*Women's Walking.*

MONTH.	No. who walked out.	MONTH.	No. who walked out.
October, 1867, . . .	1,573	April, 1868, . . .	1,455
November, " . . .	1,059	May, " . . .	1,817
December, " . . .	1,008	June, " . . .	2,126
January, 1868, . . .	984	July, " . . .	2,619
February, " . . .	1,105	August, " . . .	2,508
March, " . . .	1,200	Sept., " . . .	1,740

The whole number, for the twelve months, is nineteen thousand one hundred and forty-four. This shows a very considerable release from the halls ; but it does not show the whole. It does not include the nearly forty female patients who are employed in the several departments of household industry, and who are consequently out of the halls several hours upon every secular day.

The riding, with the two-horse carriage, has been continued as heretofore.

*Amusements.*—Within doors, the patients are furnished with the means of playing billiards, backgammon, battledore, and several other household games ; and out of doors they have swings, croquet, base ball and quoits. There is also a bowling hall, with two alleys.

## 2. MATERIAL DEPARTMENT.

The real and the personal estate, constituting the material of the hospital, is increasing in intrinsic value, and in its power to effect the ends for which the institution was founded.

*The Farm.*—Aside from the large amount of labor expended in the cultivation of the soil, and the gathering of the crops, no little has been devoted to improvements, by grading, cutting underbush, grubbing, removing stumps, and excavating rocks.

The gate-way, at the entrance, has been finished; and about forty rods of road leading from it to the old road upon the premises, has been made.

One hundred apple-trees, fifty pear-trees, and some ornamental trees, have been set; and nine hundred cartloads of meadow muck has been dug, and a part of it already used in the improvement of the soil.

A list of the products, as reported by Mr. Wright, who still continues in the immediate charge of the farm, is as follows:—

	Quantity.	Value.
Hay, . . . . .	86 tons,	\$1,376 00
Corn fodder, (dry,) . . . . .	15 "	75 00
" " (green,) . . . . .	25 "	75 00
Corn, . . . . .	400 bushels,	400 00
Oats, . . . . .	75 "	75 00
Broom seed, . . . . .	100 lbs.,	35 00
Potatoes, . . . . .	2,250 bushels,	2,250 00
Carrots, . . . . .	1,500 "	450 00
Beets, . . . . .	300 "	150 00
Onions, . . . . .	80 "	120 00
Turnips, . . . . .	200 "	50 00
Parsnips, . . . . .	18 "	9 00
Beans, . . . . .	75 "	150 00
Beans, (string,) . . . . .	17½ "	35 00
Peas, (green,) . . . . .	17½ "	31 00
Sweet corn, . . . . .	75 "	100 00
Cucumbers, . . . . .	122 "	204 75
Tomatoes, . . . . .	89 "	105 50
Cherries, . . . . .	1 "	4 00
Currants, . . . . .	6½ "	36 00
Summer squashes, . . . . .	. . . . .	37 45
Lettuce, . . . . .	. . . . .	10 50
Asparagus, . . . . .	. . . . .	33 50
Pie Plant, . . . . .	. . . . .	57 00
Beet greens, . . . . .	49 bushels,	61 25



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Melons, . . . . .	3,103 lbs.,	79 25
Winter squashes, . . . . .	5 tons,	200 00
Broom brush, . . . . .	800 lbs.,	\$96 00
Pork, . . . . .	7,791 "	779 10
Veal, . . . . .	950 "	135 21
Turkeys, . . . . .	397 "	109 00
Chickens, . . . . .	23 "	5 75
Ducks, . . . . .	1 pair,	1 50
Horseradish, . . . . .	4½ bushels,	9 00
Radishes, . . . . .	. . . . .	2 75
Cabbages, . . . . .	4,500	270 00
Apples, . . . . .	40 bbls.,	100 00
Eggs, . . . . .	41 dozen,	13 19
Milk, (grass fed,) . . . . .	15,689 quarts,	1,098 23
Wood, . . . . .	25 cords,	85 00
Straw, . . . . .	12 tons,	168 00
Cider, . . . . .	5 bbls,	25 00
Beef, hide, and tallow of one cow, . . . . .	. . . . .	75 00
Head and pluck of calves, . . . . .	. . . . .	14 00
Total, . . . . .	. . . . .	<hr/> \$9,196 93

Thus the value of the products, as here estimated, is somewhat in excess of nine thousand dollars. But the list includes only one-quarter of the milk actually produced, none of the butter, none of the manure, and of meats, only that of the animals born upon the premises. The reasons for these omissions were given in the Report for last year.

As the State now has an agricultural farm, it is presumed that the officers of this institution will be excused if the hospital is not more widely known for its large cattle and fat swine, than for the excellence of its treatment of the insane. Still, as some of the animals have done good service to humanity, we will do them justice by a special notice.

The weight, in pounds, of sixteen hogs slaughtered in the course of the last winter, is represented by the following numbers:—691, 608, 400, 312, 400, 406, 400, 470, 500, 398, 604, 540, 443, 560, 580, 443. Total, 7,755. Average of all, 484. Average of the largest five, 608. They were chiefly of the Yorkshire breed.

A cow, a cross between the Durham and the native breed, was bought in November, 1865. She gave an average of eight quarts of milk, daily, through the rest of the fall and the winter. On the day upon which she dropped her calf, in May, 1866, she gave twelve quarts. In June she gave twenty-four quarts daily; and the average daily quantity for that year was ten quarts.

She dropped her next calf in October, 1867, and the average daily quantity, from that time until August, 1868, was eight quarts. On the 25th of August she dropped twins. Thus, within less than three years from the time she was purchased, she has given the hospital four calves; and she has not been dry a day since she came upon the farm. It is believed that on no day has she given less than six quarts of milk.

The whole quantity of hay cut and stored in the barn, including the product of grass purchased standing, was one hundred and thirty tons.

The present stock of animals is as follows, viz.: six horses, six oxen, one bull, twenty-four cows, two calves, and twenty-eight swine.

### *Buildings and Furniture.*

Both the buildings and the furniture are in better condition than at the beginning of the year. A painter was employed nine months, one carpenter throughout the year, and others a time equivalent to seven months' work. Of the many internal improvements, the re-laying of the floors of three of the patients' halls, and the addition to the furniture of more than fifty ward-ropes and bookcases, all made upon the premises, are among the most observable. It is intended to re-lay the floors of two other large halls, this fall, and to prosecute the work of the needed change until all the halls shall have thus been renovated.

The appearance of the rotunda has been much improved by additions to its furniture.

### 3. THE FINANCIAL DEPARTMENT.

Hitherto, the financial condition of the hospital has not been discussed in any of my annual Reports. You, who are the guardians of the institution, make yourselves acquainted with that condition at each of your monthly meetings; and I have

always thought it the most appropriate that you should present the subject to the governor of the Commonwealth.

It is gratifying to the executive officers that the hospital is now relieved from debt, and that a small fund has been saved which answers a convenient and profitable purpose as a working capital.

In bringing to a close this imperfect exposition of the operations of the hospital for another year, it is with no small degree of satisfaction that I can truly express almost unqualified approbation of the services of all the officers and the subordinate officers with whom I am associated in the management of the institution. The promptness and efficiency with which they have performed their duties, their cordial co-operation in the promotion of the best interests of the hospital, and the general harmony which has prevailed among them, I do not expect ever to see surpassed. The results of the working of these elements of success have been constantly before you, and it is for you to judge to what degree success has been attained.

It remains for me only to thank you for all your kindness, courtesy, and forbearance, and to commend the hospital, with its many and important interests, to the protection of Him whose watchful eye is over all.

Respectfully submitted.

PLINY EARLE, *Superintendent.*

NORTHAMPTON, October 10, 1868.

## APPENDIX.

TABLE No. 1.

1867-8.—*Admissions, Discharges and Daily Average in Hospital.*

MONTHS.	Admitted.			Discharged.			Daily Average in House.		
	Males.	Fem.	Total.	Males.	Fem.	Total.	Males.	Females.	Total.
October, 1867, .	8	8	16	8	4	12	174.51	237.58	412.09
November, “ .	3	7	10	6	4	10	173.23	244.06	417.3
December, “ .	4	2	6	5	8	13	170.35	241.48	411.83
January, 1868, .	5	2	7	3	5	8	171.80	237.19	409.
February, “ .	2	7	9	2	—	2	172.62	239.76	412.38
March, “ .	8	7	15	5	4	9	175.42	243.80	419.22
April, “ .	5	4	9	3	6	9	175.86	244.73	420.6
May, “ .	4	4	8	15	3	18	170.96	243.71	414.67
June, “ .	10	13	23	9	13	22	167.70	244.33	402.03
July, “ .	7	6	13	6	8	14	167.42	242.03	409.45
August, “ .	6	13	19	5	14	19	167.77	242.83	410.61
September, “ .	6	11	17	6	2	8	169.23	242.66	411.9
Totals, .	68	84	152	73	71	144			
Daily average for year, . . . . .							171.40	242.01-	413.41-

TABLE NO. 2.

*Showing the supposed Causes of Insanity in Patients admitted this year.*

CAUSES.	Males.	Females.	Total.
Ill health, . . . . .	13	20	33
Religious excitement, . . . . .	1	—	1
Nostalgia, . . . . .	—	1	1
Sunstroke, . . . . .	1	—	1
Injury, . . . . .	2	2	4
Fright, . . . . .	—	3	3
Domestic trouble, . . . . .	2	3	5
Epilepsy, . . . . .	3	2	5
Intemperance, . . . . .	13	2	15
Overwork, . . . . .	1	4	5
Puerperal, . . . . .	—	3	3
Jealousy, . . . . .	—	1	1
Apoplexy, . . . . .	1	—	1
Self-Abuse, . . . . .	4	—	4
Business Difficulties, . . . . .	3	1	4
Hard Study, . . . . .	1	—	1
Spiritualism, . . . . .	—	2	2
Anxiety, . . . . .	—	2	2
Grief, . . . . .	1	1	2
Old Age, . . . . .	—	2	2
Unknown, . . . . .	22	35	57
Totals, . . . . .	68	84	152

TABLE NO. 3.

*Showing the Occupations of the Male Patients.*

Manufacturers, . . . . . 1	Lawyers, . . . . . 3
Farmers, . . . . . 17	Saloon Keeper, . . . . . 1
Laborers, . . . . . 10	Stone Cutter, . . . . . 1
Merchants, . . . . . 6	Artist, . . . . . 1
Clerks, . . . . . 2	Vagrants, . . . . . 2
Students, . . . . . 1	No Business, . . . . . 12
Mechanics, . . . . . 4	Unknown, . . . . . 5
Engineers, . . . . . 1	
Painter, . . . . . 1	Total, . . . . . 68

TABLE No. 4.

*Showing the Civil Condition of the Patients admitted.*

CONDITION.	Males.	Females.	Total.
Married, . . . . .	28	32	60
Single, . . . . .	28	36	64
Widowers, . . . . .	2	—	2
Widows, . . . . .	—	9	9
Divorced, . . . . .	2	1	3
Unknown, . . . . .	8	6	14
Totals, . . . . .	68	84	152

TABLE No. 5.

*Showing the Ages of all admitted in the course of the year.*

AGES.	Males.	Females.	Total.
Between 10 and 20 years, . . . . .	5	2	7
20 and 30 years, . . . . .	10	17	27
30 and 40 years, . . . . .	16	31	47
40 and 50 years, . . . . .	15	17	32
50 and 60 years, . . . . .	11	10	21
60 and 70 years, . . . . .	9	4	13
70 and 80 years, . . . . .	2	2	4
Over 80 years, . . . . .	—	1	1
Totals, . . . . .	68	84	152

TABLE. No. 6.

*Showing the Ages at which Insanity appeared.*

AGES.	Males.	Females.	Total.
Less than 10 years, . . . . .	2	—	2
Between 10 and 20 years, . . . . .	6	4	10
20 and 30 years, . . . . .	14	26	40
30 and 40 years, . . . . .	8	16	24
40 and 50 years, . . . . .	8	7	15
50 and 60 years, . . . . .	5	6	11
60 and 70 years, . . . . .	6	4	10
Unknown, . . . . .	19	21	40
Totals, . . . . .	68	84	152

TABLE No. 7.

*Showing the Duration of the Disease before Admission.*

DURATION OF THE DISEASE.	Males.	Females.	Total.
Less than 1 year, . . . . .	23	26	49
From 1 to 2 years, . . . . .	5	11	16
2 to 5 years, . . . . .	6	19	25
5 to 10 years, . . . . .	5	6	11
10 to 15 years, . . . . .	7	6	13
15 to 20 years, . . . . .	1	1	2
Over 20 years, . . . . .	3	4	7
Unknown, . . . . .	18	11	29
Totals, . . . . .	68	84	152

TABLE No. 8.

*Showing the Causes of Death in those deceased.*

CAUSES OF DEATH.	Males.	Females.	Total.
Phthisis, . . . . .	5	10	15
Marasmus, . . . . .	8	4	12
Epilepsy, . . . . .	6	-	6
Paralysis, . . . . .	2	1	3
Erysipelas, . . . . .	1	-	1
Dysentery, . . . . .	-	1	1
Apoplexy, . . . . .	1	-	1
Exhaustion, . . . . .	1	-	1
Abcess, . . . . .	1	-	1
Suicide, . . . . .	-	1	1
Dropsy, . . . . .	-	1	1
Total, . . . . .	25	18	43

TABLE No. 9.

*Showing the Residence of the Patients admitted during the Year.*

COUNTIES.	Males.	Females.	Total.
Hampshire County, . . . . .	14	14	28
Hampden " . . . . .	15	25	40
Berkshire " . . . . .	5	8	13
Franklin " . . . . .	6	5	11
Worcester " . . . . .	3	1	4
Suffolk " . . . . .	1	6	7
Norfolk " . . . . .	—	1	1
Middlesex " . . . . .	2	3	5
Essex " . . . . .	2	—	2
Bristol " . . . . .	—	1	1
New York State, . . . . .	9	7	16
Connecticut " . . . . .	6	8	14
Vermont " . . . . .	2	—	2
Ohio " . . . . .	—	1	1
Canada, . . . . .	2	4	6
South America, . . . . .	1	—	1
Totals, . . . . .	68	84	152

TABLE No. 10.

*Showing the Proportion of Commitments.*

COMMITTED BY	Males.	Females.	Total.
Probate Court, . . . . .	23	28	51
Overseers of the Poor, . . . . .	4	2	6
Board of State Charities, . . . . .	6	13	19
Justice of Peace and Quorum, . . . . .	—	1	1
Supreme Judicial Court, . . . . .	1	1	2
Friends, . . . . .	31	37	68
Volunteers, . . . . .	3	2	5
Totals, . . . . .	68	84	152



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TABLE No. 11.

*Showing by whom the Patients will probably be Supported.*

SUPPORTED BY						Males.	Females.	Total.
State,	.	.	.	.	.	18	38	56
Town,	.	.	.	.	.	13	7	20
Friends,	.	.	.	.	.	87	39	76
Totals,	.	.	.	.	.	68	84	152

TABLE No. 12.

*Showing the Nativity of the Patients.*

NATIVITY.						Males.	Females.	Total.
America,	.	.	.	.	.	53	48	101
England,	.	.	.	.	.	1	-	1
Ireland,	.	.	.	.	.	7	30	37
Scotland,	.	.	.	.	.	1	-	1
Germany,	.	.	.	.	.	-	5	5
Chili,	.	.	.	.	.	1	-	1
Unknown,	.	.	.	.	.	5	1	6
Totals,	.	.	.	.	.	68	84	152

TABLE No. 13.

*Number and Status of Patients at the close of each week in the year.*

DATE.	State.	Town.	Private.	Total.	DATE.	State.	Town.	Private.	Total.
<b>1867.</b>									
Oct. 5,	269	49	92	410	Jan'y 25,	260	49	99	408
12,	269	51	94	414	Feb. 1,	261	50	98	409
19,	267	50	94	411	8,	262	50	99	411
26,	266	50	100	416	15,	263	50	100	413
Nov. 2,	265	50	103	418	22,	264	50	100	414
9,	264	49	101	414	29,	264	50	102	416
16,	267	49	102	418	March 7,	263	49	105	417
23,	267	49	104	420	14,	265	49	105	419
30,	267	49	101	417	21,	266	49	107	422
Dec. 7,	267	48	98	413	28,	268	48	107	423
14,	265	49	97	411	April 4,	267	48	106	421
21,	265	49	96	410	11,	265	49	106	420
28,	265	49	96	410	18,	266	49	106	421
<b>1868.</b>					25,	265	48	107	420
Jan'y 4,	263	49	96	408	May 2,	264	48	108	420
11,	262	49	99	410	9,	264	46	107	417
18,	262	49	100	411	16,	261	44	107	412

TABLE No. 13.—Continued.

*Number and Status of Patients at the close of each week in the year.*

DATE.	State.	Town.	Private.	Total.	DATE.	State.	Town.	Private.	Total.
May 23,	261	42	108	411	Aug. 1,	259	47	107	413
30,	262	42	108	412	8,	260	47	106	413
June 6,	262	43	109	414	15,	258	45	105	408
13,	260	44	108	412	22,	257	46	106	409
20,	259	44	107	410	29,	259	48	105	412
27,	259	45	108	412	Sept. 5,	258	48	104	410
July 4,	259	45	111	415	12,	257	50	108	410
11,	258	47	106	411	19,	258	50	105	413
18,	258	47	102	407	26,	258	51	106	415
25,	258	47	103	408					

TABLE No. 14.

*List of Articles made in the Sewing-Room.*

Dresses, . . . . .	226	Pantaloons, pair, . . . . .	1
Chemises, . . . . .	318	Vests, . . . . .	1
Skirts, . . . . .	112	Sheets, . . . . .	695
Aprons, . . . . .	93	Pillow cases, . . . . .	572
Night Gowns, . . . . .	2	Bolster cases, . . . . .	2
Sacks, . . . . .	6	Mattress ticks, . . . . .	57
Waists, . . . . .	11	Table cloths, . . . . .	5
Drawers, . . . . .	34	Napkins, . . . . .	20
Caps, . . . . .	1	Towels, . . . . .	360
Capes, . . . . .	2	Rollers, . . . . .	80
Collars, . . . . .	169	Dish Towels, . . . . .	173
Sun Bonnets, . . . . .	11	Curtains, . . . . .	41
Shirts, . . . . .	254	Camisoles, . . . . .	20
Shirt Bosoms, . . . . .	88	Waiter Covers, . . . . .	7
Stockings, pair, . . . . .	1	Bags, . . . . .	28
Mittens, . . . . .	84	Bed Spreads, hemmed, . . . . .	44
Suspenders, pairs, . . . . .	126	Garments repaired, . . . . .	11,135

TABLE No. 15.

*Showing the Monthly Consumption of Gas.*

MONTH.	Cubic feet.	Daily av'ge.	MONTH.	Cubic feet.	Daily av'ge.
October, 1867,	29,950	960.61	April, 1868,	19,350	645.
November, "	35,950	1,198.33	May, "	13,700	441.93
December, "	44,950	1,450.	June, "	9,550	313.33
January, 1868,	45,950	1,482.25	July, "	8,800	283.87
February, "	34,700	1,196.55	August, "	12,550	404.83
March, "	29,250	943.54	September, "	19,200	640.
Total, . . . . .					
Daily average for the year, . . . . .					

TABLE No. 16.  
Showing the Supplies for the Several Departments for the Year.

	Sheets.	Pillow Cases.	Bed Spreads.	Blankets.	Bed Ticks.	Pillow Ticks.	Towels.	Curtains.	Wash Bowls.	Ewers.	Chambers.	Mirrors.	Hair Brushes.	Carpet Strips.	Plates.	Cups.	Saucers.	Tumblers.	Mugs.	Bowls.	Pitchers.	Strap Cups.	Castors.	Knives.	Forks.
<i>Men's Department.</i>																									
Upper 1st Hall, . . .	6	12	4	4	4	-	40	1	-	-	1	1	-	-	12	4	12	80	-	-	1	-	1	-	-
" 2d Hall, . . .	34	22	2	5	1	1	36	5	3	8	13	3	-	10	24	11	16	22	-	-	8	1	-	-	-
" 3d and 4th Halls,	23	20	-	5	2	-	8	-	1	-	11	2	3	1	-	4	4	3	2	4	1	-	-	-	-
Middle 1st Hall, . . .	20	24	4	-	-	-	6	5	-	1	2	-	2	2	-	-	6	4	10	2	-	-	-	2	-
" 2d Hall, . . .	27	54	4	11	-	-	4	-	-	-	11	-	1	-	-	-	3	-	8	-	1	-	2	1	-
" 3d and 4th Halls,	18	18	-	6	4	5	8	-	-	-	12	2	1	-	1	2	1	2	6	1	1	-	1	-	-
Lower 1st Hall, . . .	22	28	1	8	1	-	-	-	-	-	3	-	-	2	-	-	-	-	4	-	-	-	-	-	-
" 2d Hall, . . .	24	12	-	6	-	-	2	-	-	-	29	1	2	-	7	1	2	2	1	-	1	1	2	2	-
" 3d and 4th Halls,	18	6	-	19	-	2	3	2	-	-	37	-	2	-	7	1	1	-	1	1	1	1	1	3	2
<i>Women's Department.</i>																									
Upper 1st Hall, . . .	-	12	12	3	1	1	12	5	3	1	8	1	-	1	9	6	12	12	-	-	2	-	-	2	-
" 2d Hall, . . .	32	22	4	4	3	-	60	6	2	3	6	1	-	3	6	6	18	34	1	6	1	-	-	6	4
" 3d Hall, . . .	30	24	6	10	3	1	7	1	-	-	7	3	-	1	6	6	6	-	3	3	-	-	-	3	3
" 4th Hall, . . .	18	12	2	-	2	3	19	-	-	-	6	1	-	3	12	-	-	6	-	-	-	-	-	-	-

Middle 1st Hall,	24	36	-	2	2	1	10	1	1	1	13	2	-	-	12	3	3	8	3	2	1	-	-	4	3
" 2d Hall,	24	32	1	18	12	4	2	-	-	-	28	1	-	-	12	-	-	2	8	-	2	-	-	2	-
" 3d Hall,	38	29	1	14	-	-	9	-	-	-	16	1	-	-	16	-	-	6	-	2	1	-	-	1	1
" 4th Hall,	6	-	2	8	-	-	6	1	-	-	20	1	-	-	-	-	2	4	6	-	-	-	-	3	1
Lower 1st Hall,	33	14	-	-	-	-	-	-	-	-	7	1	-	3	-	-	-	-	-	-	-	-	-	-	-
" 2d Hall,	26	30	-	16	-	-	9	2	-	-	26	-	-	-	6	-	-	2	-	1	-	-	-	-	-
" 3d Hall,	30	28	14	18	-	-	4	-	-	-	21	-	-	-	-	1	2	2	6	-	2	-	-	-	-
" 4th Hall,	13	15	2	2	1	5	10	-	-	-	9	-	-	-	-	-	-	2	-	1	2	-	-	-	-
Kitchen,	-	-	-	-	-	-	-	1	-	-	-	1	-	-	54	12	12	28	-	10	3	-	-	-	-
Rear, . . .	18	13	-	1	2	-	14	11	2	1	2	1	-	1	-	-	3	-	4	-	-	-	-	-	-
Centre, . . .	4	20	-	-	1	-	47	-	-	-	1	-	1	1	-	-	-	5	-	-	-	-	-	-	-
Aggregate,	478	483	59	155	39	32	316	41	12	15	301	23	12	28	184	57	103	174	63	33	28	3	9	36	19

TABLE No. 16—Concluded.  
Showing the Supplies of the Several Departments for the Year.

	Spoons.	Table Spreads.	Mapkins.	Tin Plates.	Tin Cups.	Iron Spoons.	Dish Towels.	Rollers.	Wash Basins.	Soap, lbs.	Brooms.	Whisks.	Dust Brushes.	Scrub'g Brushes.	Dust Pans.	Mops.	Pails.	Spittoons.	Blacking.	Shoe Brushes.	Lanterns.	Spools Thread.	Linon Thread.	Papers Needles.	Papers Pins.	Darning Needles.
<i>Men's Department.</i>	15	6	26	-	1	-	10	-	-	22	11	-	1	-	1	-	1	-	8	9	1	1	-	3	-	-
	6	-	2	-	-	23	10	4	-	26	11	5	2	-	2	2	2	2	18	3	2	-	8	-	-	
	-	-	-	3	3	6	6	4	-	23	4	1	-	-	-	-	-	6	5	1	-	8	-	-	-	
	-	-	-	-	-	-	9	4	-	36	13	2	3	-	2	1	1	1	9	1	1	-	17	-	-	
	-	-	-	-	3	-	4	2	-	21	15	1	1	-	-	5	1	2	7	1	2	-	19	-	-	
	3	-	-	6	6	17	8	3	-	25	16	1	1	-	-	3	2	2	2	8	1	-	17	1	-	
<i>Lower 1st Hall,</i>	-	-	-	-	-	-	4	-	-	25	6	-	1	-	-	1	1	1	3	-	1	-	12	1	-	
	4	-	-	-	5	11	10	2	-	26	15	-	1	-	1	3	2	2	3	1	-	-	10	-	-	
	-	-	-	-	7	16	4	5	-	24	17	-	2	-	1	4	3	2	4	-	-	-	14	2	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Women's Department.</i>	-	-	-	-	-	-	4	-	-	36	10	1	1	-	-	4	-	1	-	-	1	1	1	2	-	
	2	2	-	-	-	-	10	4	-	34	19	1	1	-	-	4	2	-	-	-	1	9	1	3	6	
	-	-	-	-	-	12	4	6	1	38	10	2	1	-	1	-	2	-	-	-	-	16	-	2	10	
	-	-	-	-	-	-	-	3	-	32	10	3	1	-	-	-	1	-	-	-	1	8	2	6	14	

Middle 1st Hall,	.	1	-	1	1	1	16	-	5	38	12	2	1	-	-	1	1	-	-	2	13	3	4	0	-		
" 2d Hall,	.	-	-	-	2	12	18	4	-	36	10	2	-	-	-	1	5	4	-	1	28	2	3	12	-		
" 3d Hall,	.	-	-	-	10	-	14	-	1	28	12	1	-	-	-	-	8	3	-	2	24	8	7	5	-		
" 4th Hall,	.	-	-	-	10	15	10	4	1	26	7	3	-	-	-	-	1	3	-	1	15	5	6	8	-		
Lower 1st Hall,	.	-	-	-	-	-	6	-	1	26	9	-	-	-	-	-	1	-	-	-	14	2	-	1	-		
" 2d Hall,	.	-	-	-	-	12	6	6	-	26	9	-	-	-	-	-	2	3	-	1	28	8	4	6	4		
" 3d Hall,	.	-	-	-	6	-	6	3	1	29	11	-	-	-	-	-	6	1	-	1	22	3	7	8	10		
" 4th Hall,	.	-	-	-	13	6	8	3	2	24	10	-	-	-	-	-	3	4	-	3	18	3	5	5	7		
Kitchen,	.	-	-	-	48	12	-	6	12	-	57	36	1	2	2	-	2	-	-	-	-	-	-	-	-		
Rear,	.	-	-	-	-	-	-	-	-	88	69	1	8	2	-	-	3	-	-	2	-	1	-	7	-		
Centre,	.	-	-	-	-	-	-	-	-	14	18	2	3	1	1	-	-	-	-	-	-	-	-	-	-		
Aggregate,	.	31	8	28	58	79	180	173	69	12	755	360	28	30	5	10	53	42	22	66	9	22	196	147	51	90	28

*Trustees of the Northampton Lunatic Hospital.*

N A M E .	Residence.	When app't'd.	Service ended.	From what cause.
Charles E. Forbes, .	Northampton, .	1856	1857	Term expired.
Lucien C. Boynton, .	Uxbridge, . .	1856	1858	do. do.
Eliphalet Trask, .	Springfield, . .	1856	-	Still in office, by re-appointment.
John C. Russell, .	Great Barrington, .	1856	1859	Resigned.
Horace Lyman, .	Greenfield, . .	1856	1857	Removed.
Charles Smith, . .	Northampton, . .	1857	1860	Resigned.
Luther V. Bell, . .	Somerville, . .	1857	1859	do.
Zebina L. Raymond, .	Greenfield, . .	1858	1859	do.
Franklin Ripley, .	do.	1859	1860	Died in office.
Edward Dickinson, .	Amherst, . .	1859	1864	Resigned.
Walter Laffin, . .	Pittsfield, . .	1859	1866	Term expired.
Silas M. Smith, . .	Northampton, . .	1860	1863	do. do.
Charles Allen, . .	Greenfield, . .	1860	1861	Resigned.
Alfred R. Field, . .	do. . .	1861	1864	do.
Edward Hitchcock, .	Amherst, . .	1863	-	Still in office.
Silas M. Smith, . .	Northampton, . .	1864	-	do. do.
Edmund H. Sawyer, .	Easthampton, . .	1864	-	do. do.
Henry L. Sabin, . .	Williamstown, . .	1866	-	do. do.

*List of Salaried Officers and their Salaries.*

PLINY EARLE, A. M., M. D., <i>Superintendent</i> , . . . .	\$1,800 00
SILAS M. SMITH, <i>Treasurer</i> , . . . .	300 00
C. K. BARTLETT, M. D., <i>Assistant-Physician</i> , . . . .	900 00
WALTER B. WELTON, <i>Clerk</i> , . . . .	600 00
ASA WRIGHT, <i>Farmer</i> , . . . .	600 00
DANFORD MORSE, <i>Engineer</i> , . . . .	780 00
Total, . . . . .	\$4,980 00

*Number of Persons actually employed in the Regular Duties of the Hospital.*

OCCUPATIONS.	Men.	Women.	Total.
Supervisors, . . . . .	1	1	2
Assistant-Supervisor, . . . . .	—	1	1
Assistant-Clerk, . . . . .	—	1	1
Seamstress, . . . . .	—	1	1
Laundress, . . . . .	—	1	1
Baker, . . . . .	1	—	1
Steward, . . . . .	1	—	1
General Attendants, . . . . .	10	12	22
Special Attendant, . . . . .	1	—	1
House work, centre building, . . . . .	—	2	2
Cook, . . . . .	—	1	1
Assistant-Cooks, . . . . .	—	2	2
Assistant-Laundress, . . . . .	—	1	1
Watchman, . . . . .	1	—	1
Carpenters, . . . . .	2	—	2
Painter, . . . . .	1	—	1
Assistant-Engineer, . . . . .	1	—	1
Hostler, . . . . .	1	—	1
At pump-house, . . . . .	1	—	1
Farmers, (in summer, 4,) . . . . .	3	—	3
Total, . . . . .	24	23	47





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FIFTEENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

T A U N T O N .

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OCTOBER, 1868.

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BOSTON:  
WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET, (CORNER OF FEDERAL.)  
1869.



# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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*To His Excellency the Governor and the Honorable Council.*

In presenting their Fifteenth Annual Report, the Trustees of the Taunton Lunatic Hospital would respectfully call attention to the Report of the Superintendent, Dr. George C. S. Choate, herewith submitted, and particularly to the facts stated therein, in regard to the need of enlarged accommodations for the increased number of patients at this institution.

When it is considered that the building was originally designed for but 250 patients, and that the average number for the last year has been nearly 400, it will be evident that much discomfort and inconvenience must arise from this cause. The Trustees therefore recommend an early provision for the enlargement of the hospital accommodations, according to the suggestions of the Superintendent.

In other respects the condition of the hospital has probably been as satisfactory during the past year as at any previous period. Every means that could be devised to increase its usefulness has been carefully considered by the Board, and every practicable suggestion for its improvement has been faithfully carried out by the Superintendent.

The want of means for the proper classification of patients has always been one of the serious defects of this hospital. Owing to faults in the original construction of the building, it has been impossible to separate the different classes of patients, according to the nature and stage of their disease, in such a

way as to give to each the best opportunity for improvement. To remedy these defects entirely is not possible without extensive alterations. An enlargement of the hospital in the manner proposed by the Superintendent would be of the greatest advantage towards this object.

Some important changes have, however, been made during the year, by which a nearer approach to a suitable classification has been effected. Two suites of rooms, consisting each of a small parlor and three sleeping-rooms, have been separated by partitions from the two lower halls, for the use of the more quiet female patients, and similar alterations are proposed for all the other halls. These apartments, when completed, will accommodate in all about 30 patients, to be selected from the larger halls. The satisfaction expressed by those who have had the privilege of occupying the quiet and pleasant rooms already finished, and the air of comfort and contentment which prevails in them, are sufficient evidence that the expenditure required for the alteration has been judiciously applied.

Improvements have also been made, and others are in progress, in the dining-rooms of both wings, to render them larger and more convenient, and to allow a better classification of patients while at meals; a number of shorter and separate tables taking the place of the long tables heretofore used. The advantages of this arrangement are already felt in its effect on the conduct of patients while at table.

Another valuable improvement made during the year is the addition to the male wing of a large and convenient airing court, similar to that constructed four years ago for the female patients, but more extensive. This court is provided with a few simple arrangements for gymnastic exercise, and is a source of great benefit and enjoyment to the patients. It gives them the liberty of walking and exercise at will in the open air, instead of the idle and listless lounging about the crowded halls, which before occupied so large a part of their time.

As these two airing courts are used chiefly by the patients of the two lower halls in each wing, and afford not more room than is desirable for them, it is proposed at an early day to construct two additional courts, for the use of the patients of the upper halls. It is intended that these new airing courts shall be tastefully laid out, with gravel walks, flowers and

shrubbery, for the benefit of the more quiet class of patients who can be trusted with a greater degree of liberty than those of the lower halls, and that opportunity shall be given to such as desire it to cultivate flowers for themselves, and enjoy the pleasures of a garden. It is believed that employment of this kind will have a beneficial influence on their disease, or at least tend to alleviate the sufferings of their unfortunate condition.

Some practicable method of providing for the regular employment of insane patients is much to be desired, as a means of promoting their mental and bodily health.

For female patients this want is not so urgent, as most of those who are capable of any employment can be occupied with the needle, or in various domestic duties of the house. But of the male patients, only a small number can be employed about the buildings, or in summer on the farm, and a large proportion remains for whom no suitable and safe occupation has been devised. Some of these are unable to fix their attention definitely on any subject, or are indisposed to exertion of any kind, while others who are able to work, and often anxious to be employed, cannot safely be trusted with tools.

The usual means and appliances for amusement are provided at this hospital; and are regarded as among the important agents for the improvement of the patients. A larger supply of books and newspapers would, however, be a desirable addition to our limited stock. Many patients occupy a considerable portion of their time in reading, or in chess, billiards, and other games, while the monotony of hospital life is broken by frequent walks and drives in the carriages of the institution, under the care of the attendants.

The general health of the patients, with such exceptions as depend directly on cerebral disturbance, has been remarkably good. But little medicine is given, and very little dependence is placed on drugs of any kind. Even opium, by some considered necessary in cases of excitement, is believed to be often injurious, and seldom of permanent benefit in such cases. The experience at this hospital in the treatment of persons addicted to the excessive use of opium or alcoholic stimulants is instructive. The immediate and total discontinuance of the use of the narcotic or stimulant, is found to be the safest course

of treatment, and that which gives the most satisfactory result, in all cases. This is contrary to the opinion of those who advise a gradual diminution of the quantity, from fear of the effects of a sudden change of long established habits; but carefully observed cases might be quoted from the records of the hospital to show that the danger from this course has been greatly exaggerated.

The exemption of this institution to a great degree from epidemic and other acute diseases is worthy of remark. During fifteen years, with an average of about 350 patients, and an aggregate of 3,500, but 42 cases of death from acute disease have occurred. This result is no doubt partly owing to the dry, airy, and isolated situation of the hospital, and to the regular mode of life of the patients; but partly also, it would seem, to a want of susceptibility to acute disease on the part of the insane. It is observed, however, that insane patients are less able than others to resist the ordinary attacks of acute diseases. Instances of sudden death, in cases of such affections not apparently grave in themselves, are not unfrequent, and their occurrence sometimes gives rise to surprise and disappointment on the part of friends, who are not acquainted with this peculiarity of insane persons.

This liability to succumb to acute affections is probably due to the fact that, in most cases of insanity, the system of the patient is already debilitated by some form of bodily disease, apparent or latent, and to a want of vigor and elasticity of the vital force which insanity induces, even where no marked physical affection can be detected.

Among the causes of insanity, it will be observed that intemperance, as usual, stands at the head of the list. A very large number of cases is owing evidently and directly to this cause. If, however, the cases indirectly chargeable to this habit, either in the patient or in his parents, could be traced to their true origin, there is no doubt that the number on our list would be largely increased.

Cases of insanity arising from or accompanied by epilepsy, are not unfrequent. It is observed that very few of these cases fail of deriving some relief from the hospital regimen, and there are occasional instances of apparent cure. The regularity of life, simplicity of diet, and freedom from exciting causes

seem, however, in such instances, to have more influence than any direct medical treatment. Some observations made with much care in the year 1865, and continued during a period of six months, on all the epileptic patients then in the house, numbering about 40, with the bromide of potassium, by some considered as almost a specific in this disease, gave simply a negative result; the average number and periods of the attacks not being sensibly affected during the administration of the medicine. Its inefficacy in these cases may perhaps be attributed to some unfavorable influence which insanity exerts on the operation of remedies.

From the Treasurer's report it appears that, notwithstanding the important improvements made during the year, the financial affairs of the institution are in a prosperous condition. To continue and complete, however, the alterations which have been above referred to, and which are considered indispensable, will require all the apparent surplus which our accounts now exhibit. Other expenditures will be also necessary for the renewal of the floors in several of the halls, which are now in bad condition, and for general repairs. If the enlargements and additions to the hospital accommodations recommended in the Superintendent's report are approved of, a special appropriation will be required for that purpose.

The Trustees cannot conclude this Report without again bearing testimony to the ability, skill and success of the Superintendent, Dr. Choate, in the performance of his arduous duties. To the Assistant-Physician, Dr. Folsom, our acknowledgment is also due, for the very acceptable manner in which he has discharged the duties of his office, as well as to the Clerk, Mr. Kittredge, for his very able management of his department. It gives us pleasure, also, to speak of the invariable kindness and good temper which characterize the intercourse of the attendants in the several wards, and of the officers of the hospital generally, with the patients under their charge.

LEBARON RUSSELL,  
C. R. ATWOOD,  
GEO. HOWLAND, JUN.,  
OLIVER AMES,  
CHARLES EDW. COOK,  
*Trustees.*



*List of Persons employed at the Taunton Lunatic Hospital,  
September 30, 1868, with their Compensation.*

Superintendent and Physician, . . . . .	(per year,)	\$1,800 00
Assistant-Physician, . . . . .	"	900 00
Clerk, . . . . .	"	800 00
Treasurer, . . . . .	"	300 00
Supervisor, (male,) . . . . .	"	500 00
" (female,) . . . . .	"	300 00
Housekeeper, . . . . .	"	300 00
Seamstress, . . . . .	"	200 00
Engineer, . . . . .	(per month,)	50 00
Baker, . . . . .	"	35 00
Coachman, . . . . .	"	25 00
Carpenter, . . . . .	"	20 00
Laborers on farm, (3) . . . . .	"	25 00
Attendants, (male, 9) . . . . .	"	25 00
" (female, 9) . . . . .	"	14 00
Laundress, . . . . .	(per week)	3 00
Assistant-Laundresses, (2) . . . . .	"	2 50
Cook, . . . . .	"	4 00
Cooks, (2) . . . . .	"	2 50
House attendants, (2) . . . . .	"	2 50
Male attendants, (night-watch,) . . . . .	(per night,)	1 00

*Inventory of Stock and Supplies on hand September 30, 1868.*

Live stock on the farm, . . . . .	\$5,100 00
Produce of the farm on hand, . . . . .	1,900 00
Carriages and agricultural implements, . . . . .	1,826 00
Machinery and mechanical fixtures, . . . . .	17,415 40
Beds and bedding, . . . . .	7,925 00
Other furniture, . . . . .	6,330 75
Personal property of the State in the Superin-	
tendent's department, . . . . .	1,925 00
Dry goods, . . . . .	262 65
Provisions and groceries, . . . . .	1,474 25
Fuel, . . . . .	3,200 00
Drugs and medicines, . . . . .	222 99
Library, . . . . .	375 00

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\$47,957 04

## TREASURER'S REPORT.

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In obedience to the requirements of the by-laws of the hospital and the laws of the Commonwealth, the following statement of the financial condition of the hospital and of the receipts and payments of the Treasurer for the year ending September 30, 1868, is respectfully submitted to the Board of Trustees:—

### ASSETS.

#### *Real Estate.*

134 acres of land, at \$100 per acre,	\$13,400 00
Hospital building, . . . . .	175,000 00
Brick barn and stable, . . . . .	8,000 00
Other out-buildings, and wall, . . . . .	5,000 00
	<hr/> \$201,400 00

#### *Personal Estate.*

Stock and supplies on hand as per inventory appended to Trustees' report, . . . . .	\$47,957 04
Reserve fund, . . . . .	10,000 00
	<hr/> 57,957 04
Total assets, . . . . .	\$259,357 04

### RECEIPTS.

Received from the State treasurer for support of patients, . . . . .	\$36,645 92
Received from towns for support of patients, . . . . .	31,526 29
from individuals for support of patients, . . . . .	13,428 39
from sale of sundries, . . . . .	591 21
from interest, . . . . .	599 55
Balance due the Treasurer September 30, 1868, . . . . .	426 87
	<hr/> \$83,218 23

## PAYMENTS.

1st. Salaries, wages and labor, . . . . \$13,652 25

2d. Provisions and supplies, viz. :—

Meat of all kinds, . . . .	\$5,828 13
Fish of all kinds, . . . .	1,269 02
Fruits and vegetables, . . . .	1,583 70
Flour and bread, . . . .	7,774 28
Grain and meal for table, . . . .	1,182 42
Grain and meal for stock, . . . .	2,629 84
Tea, coffee and broma, . . . .	1,383 68
Sugar and molasses, . . . .	2,348 89
Milk, butter and cheese, . . . .	6,611 95
Salt and other groceries, . . . .	3,160 79

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33,772 65

3d. Clothing, . . . . .	2,283 44
4th. Fuel and light, . . . . .	6,607 48
5th. Medicines and medical supplies, . . . . .	583 26
6th. Furniture, beds and bedding, . . . . .	4,226 90
7th. Transportation and travelling expenses, . . . . .	293 84
8th. Construction and repairs, . . . . .	8,160 63
9th. Miscellaneous expenses, . . . . .	2,440 00
10th. United States 5-20 bonds, . . . . .	10,638 12
Balance due the Treasurer, September 30, 1867, . . . . .	109 60

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\$83,218 23

## LIABILITIES.

Salaries and wages due October 1, 1868, . . . . .	\$1,979 07
Miscellaneous bills due, . . . . .	3,313 95
Balance due the Treasurer, . . . . .	426 87

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\$5,719 89

DUE THE INSTITUTION FOR BOARD, OCTOBER 1, 1868.

From the State, . . . . .	\$1,513 55
towns, . . . . .	8,714 73
individuals, . . . . .	3,583 59

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\$13,811 87

## SUMMARY.

Total receipts,	.	.	.	.	.	.	\$32,791	36
Total payments,	.	.	.	.	.	.	83,218	23

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\$426 87

Total liabilities,	.	.	.	.	.	.	\$5,719	89
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Total debts due the institution,	.	.	.	.	.	.	13,811	87
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\$8,091 98

Current expenditures,	.	.	.	.	.	.	\$72,470	51
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Dividing this sum by 389, the average number of patients, we have as the average annual cost of

each patient,	.	.	.	.	.	.	\$186	29
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And the average weekly cost,	.	.	.	.	.	.	3	57
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GEO. C. S. CHOATE.

The foregoing statement of the financial condition of the institution, and of the receipts and payments of the Treasurer for the year ending September 30, 1868, has this day been examined and found correct.

GEO. HOWLAND, Jr.,  
C. R. ATWOOD,  
*Auditing Committee.*

LAUNTON LUNATIC HOSPITAL, }  
October 8, 1868. }

## SUPERINTENDENT'S REPORT.

*To the Trustees of the Taunton Lunatic Hospital.*

GENTLEMEN :—The close of another hospital year, while bringing with it the formal duty of presenting to you and to the public the annual account of our stewardship, should not pass without giving rise to careful and thoughtful reflections as to our present position, and the necessities and promises of our future.

In the number of admissions to the hospital, the past year has been unexampled, and its close finds us with a larger number of patients than we have been called upon to report for the past five years, and which has been excelled at the termination of one year only since the opening of the institution. This fact alone is a subject for very serious consideration. An equal increase during the coming, as during the closing year, would give us a number which could with difficulty be cared for here. Is such an increase likely to occur? In the year 1862, we had already arrived at this condition of the utmost repletion consistent with safety, but the great check given to the number of admissions by the breaking out of the late rebellion, gave us decided though temporary relief. The cessation of war and the return to the arts of peace, was followed by a renewed pressure upon this and other public institutions, which has continued to steadily increase up to the present time. When we remember, that except under the operation of the cause before mentioned, there has been an invariable increase in the number of admissions from each year to the succeeding one, notwithstanding the opening of the new hospital at Northampton and the asylum for incurables at Tewksbury, we cannot avoid the conviction, that the prospect before us of further increase is so sure, as to make it our imperative duty to con-

sider at least the subject of enlarged provision. In my last annual Report I referred to the advantages in point of economy and classification of large hospitals, particularly for that class of the insane, who are dependent upon the public for support, and cited the county asylums of England, which provide under one organization for from five hundred to upwards of two thousand patients, as prominent and unquestionable examples of the safety and success of the plan. Of the economical advantages of increased size it is hardly necessary to speak. They are self-evident. Many provisions can be nearly the same for five hundred as for three. The expense per capita of supervision, of fuel and lights, of entertainments, of construction and repairs, in short of almost every item except the articles of subsistence, becomes materially reduced. In affording the means for classification, the advantages, though less obvious, are not less certain and positive. Classification under ordinary circumstances is not pure, unalloyed good. It is almost always attended with certain disadvantages, and it is only when these are outweighed by its benefits, that it is desirable. Classification in any ordinary hospital necessarily implies an increased deprivation of liberty, a narrowing of the limits which are allowed to the individual. It involves subdivision of privileges, of accommodations, of pleasures, of spaces and areas, as well as a separation of incongruities and uncongenialities. The law of compensation, of a mixture of good and evil, applies here as elsewhere. There is a certain limit, beyond which it cannot in any case be pushed without loss. And the smaller the number to be classified, the narrower must be this limit. In an institution designed for fifty patients, suppose ten classes to be made. To effect this, we must divide the buildings and inclosures, the sitting-room and the exercise-room, the conveniences within, and the scenery without, into as many parts, and restrict each class to its limited tenth. In this case classification to such an extent would be felt to be a very serious evil. The limits would be too narrow, the confinement too great. But divide an institution adapted for five hundred, with its necessarily increased accommodations and spaces, into ten classes, and the result would be very different. These are extreme instances, it is true, but they serve to illustrate the principle. In the Taunton Hospital the want of sufficient means of classification has

always been severely felt, and the question of how best to supply the deficiency has given me and you much and anxious reflection. Still, with a full appreciation of the need and the defect, I think we have agreed that no very material increase in the number of classes could be made in our building without giving rise to very serious disadvantages. As at present arranged, all the patients in each of our halls have an unusually long range and free access to every point of view. All can enter the verandas, all can seek the sunshine or the shade, the refreshing breeze in summer, the declining light at winter eve. The view of the river, the woods, the country or the adjoining town can be sought and enjoyed at will. So great are these advantages, that with the means ready at hand to subdivide our halls and increase the classification, we have yet felt constrained to yield to the evident wishes of our inmates, and leave them with the largest possible liberty and privileges. It has long been evident to me, that further classification could only be advantageously obtained here, when the public exigency should require enlarged provision. With the addition of several new wards, and the increased classification thus afforded, our present halls would be nearly all that could be desired. Should the question of the necessity of increased provision be decided affirmatively, as it must ere long be, the inquiry at once arises, in what form shall that increase be made, so as to best subserve the interests of all classes of the insane, and promote economy and classification. That arrangement and that classification is undoubtedly the best, which permits the most complete and thorough separation, and I think a brief consideration will show that this will at the same time best promote public economy. While the present and most advanced state of opinion among the English alienists (whose experience in the care of the dependent insane has certainly been more complete than that of any others,) is decidedly in favor of large institutions for the insane poor, it seems to be not less positive against the aggregation of all in a single building. Several detached buildings under one organization are now deemed to be the most satisfactory means of providing for the class above mentioned, as combining economy with the most perfect classification possible. There are peculiar reasons, as I shall endeavor to show, why this form would especially promote both these ends in our own

State hospitals. These are designed for, and are improved by classes who are very distinct socially. Their inmates are made up of people in moderate circumstances, but often of refined tastes and associations, of the native poor who are supported by the towns, and of the foreign poor who are generally supported by the State. Between these classes there is a very considerable difference in previous habits and modes of life, in tastes and feelings, and in wants and requirements. Under the present plan they not only associate more intimately than is agreeable and desirable, but the provisions made for the whole have to be adapted to the average condition and needs. Many things are provided for the whole, which fail to be appreciated by a part, but which are necessarily furnished, because essential to the comfort and welfare of others. Some things, quite desirable for one class of our inmates, are necessarily omitted in consequence of the impossibility of discrimination under the present system. But with the facilities for separation and classification which would be afforded by buildings distinct, though united under a common organization, not only could comfort and happiness be better promoted, shocks to refinement of taste and association be averted, and the contact and collision of incongruous natures be avoided, but economy must be insured to the State and to individuals by the possibility thus secured of adapting to the wants of each the appropriate provision. I would therefore recommend to you, and through you to those, whose consent and action is requisite for its accomplishment, the consideration, in connection with the subject of increased provision, which must inevitably be soon agitated, of the plan of the erection of such new buildings upon these grounds as will enable us to classify mentally, socially, and economically. Our grounds are extensive and convenient. The initiatory steps may be moderate, adapted only to immediate exigencies, but capable of future development and enlargement. That these suggestions are not presented prematurely cannot fail to be acknowledged in view of the fact, that our present number is about sixty per cent. in excess of the accommodations originally provided, and that with the exception before noticed, increase has been invariable from year to year.



## FINANCES.

The present financial condition of the hospital cannot fail to be gratifying to you and to those upon whom its support devolves. That it has been attained without losing sight of the great ends for which the institution was established, is well known to you at least. A constant study of true economy in all its departments, and a determination to call for no extra appropriations from an already overburdened treasury, has resulted in placing us in such a position pecuniarily, that we have been and expect to be able from year to year to make such improvements in the buildings and grounds as true wisdom and regard for the best interests of our great charge may dictate. Very few bad debts have been made by the hospital, very few towns or individuals have been dilatory in their payments, and the Commonwealth, with characteristic generosity, even anticipates her indebtedness. To the last mentioned fact alone, of which during the past year we have for the first time received the benefit, must be attributed the very desirable result, new in our history, that we have now a small reserve fund, invested in government securities, and paying us interest. A certain amount of reserved resources is eminently advantageous, and may by the occurrence of some accident or by the necessity of some unexpected repairs, be at any moment called for. That it enables us to purchase to better advantage, no business man will doubt. The price of board paid by the State and towns for the support of their patients remains the same as during the past two years,—three dollars and a half per week,—and is undoubtedly as low as is consistent with proper care and treatment, having been actually below the cost, the difference being made up by the slight excess of price paid by a few private patients. It is believed that the increase from the price before the war is very small in proportion to the advance in all articles of consumption. The cost of the various items of expenditure has varied little during the last from that of several years previous. The construction and repair account has been swelled by the alterations, which have given us more spacious and convenient dining-rooms, and have furnished opportunity for separating the convalescent females, and providing them with very comfortable and elegant and homelike accommodations. No doubt can be entertained as to the amount thus

used having been judiciously expended. The furniture account for the year is also unusually large, and we commence a new year with better provision in this respect than ever before. The pressing needs of the institution during the coming year, the completion of improvements already commenced, the extension of the wall around the grounds, the construction of a new ice-house, and the annually increasing repairs required upon the steam apparatus, will unquestionably call for at least as large, perhaps a much larger expenditure in these accounts during the coming year.

Appended is the usual table, exhibiting the average number of inmates, the total annual revenue, the total annual expense, and the average weekly income from and expense of each patient for each of the fifteen years during which the hospital has been in operation:—

YEARS.	Average Number.	Total Expenses.	Total Receipts.	Average weekly expense of each patient.	Av'ge weekly income from each patient.
1854, . .	210	\$17,308 76	\$2,857 43	\$2 42	\$0 40
1855, . .	251	32,930 42	24,287 19	2 52	1 86
1856, . .	280	34,831 51	34,690 59	2 89	2 38
1857, . .	312	34,335 95	34,413 16	2 20	2 21
1858, . .	328	46,847 29	46,416 82	2 75	2 72
1859, . .	335	45,811 26	51,273 98	2 68	2 94
1860, . .	365	53,045 29	55,673 29	2 79	2 93
1861, . .	386	50,127 76	49,461 61	2 49	2 46
1862, . .	425	62,447 70	62,535 61	2 83	2 83
1863, . .	421	68,262 02	68,239 96	3 12	3 12
1864, . .	389	67,354 82	66,193 43	3 33	3 27
1865, . .	353	67,434 18	68,128 04	3 67	3 71
1866, . .	355	66,837 63	66,806 20	3 62	3 62
1867, . .	379	70,937 83	71,242 12	3 60	3 61
1868, . .	389	72,470 51	74,991 81	3 57	3 69

In estimating the total receipts for the past year, the amount of anticipated payment from the State treasury, together with the item of interest, have of course been deducted, and the amount invested in government bonds has also been taken from the whole amount of expenditure. The total receipts of the hospital during the past year, after making the deduction referred to, exceed the amount received in any former year by nearly four thousand dollars. The amount received from towns and individuals has steadily increased since the opening of the hospital, and has now reached sixty per cent. of the whole receipts. During the past year the amount received from the State for the support of patients having no known settlement in the Commonwealth has constituted nearly forty per cent., that from towns forty-two per cent., and that from individuals eighteen per cent. of the whole income from board.

#### CURATIVE SUCCESS.

That insanity is a curable disease, and not an unfortunate moral or mental condition inherent in the individual character, and a subject for blame and animadversion, is now theoretically acknowledged by all, though not practically admitted to the full extent which humanity and justice demand. In its earlier stages, and when uncomplicated with organic disease, and particularly if dependent upon some ascertained physical cause or moral disturbance capable of removal, strong hopes may usually be entertained of ultimate restoration. That there are peculiar reasons arising from the nature of the disease itself, which render its treatment far easier and more effectual under hospital care, away from friends, has been too often dwelt upon in these Reports to need more at this time than a passing notice and the briefest possible recapitulation. The peculiar reasons alluded to are these: the convenience of hospital arrangements and appliances for securing safety, comfort and control without the irritating and forcible restraint required in private houses, the skill which experience of necessity gives hospital officers and employees, the change, the enforced regularity of life, the easier application of remedies, and though last not least the excellent moral effect of breaking up old associations, and the renewed self-control, which spontaneously springs from constant contact with strangers. That medicinal treatment is less relied

on than formerly is a simple consequence of the more enlightened views which pervade the whole science of medicine. But in this branch at least its diminution has been well supplied by the more humane treatment, both moral and physical, which is one of the best features of the hospital of modern times. That every case of insanity may be cured or even benefited by hospital treatment, is not pretended. The cases, however, which are not more or less improved are rare and exceptional, and consist mainly of those sad cases in which organic change is taking place in the brain, and in which constant progress is being made towards death or imbecility. Even in the latter class, however, though cure is impossible, the comfort, safety and well-being of the patient, as well as the good of his family and the community very generally call for our aid. The new theory which has of late gained some foothold in the minds of the public, and which has enlisted in its favor a few prominent and influential names, that a considerable portion of the inmates of insane hospitals could be better boarded in private families, is so entirely antagonistic to the views always urged in these Reports, that no further answer need be attempted than a reference to the reasons briefly condensed above, why hospital care and treatment are desirable. The matter may safely be left to the practical judgment of the community, who by this time ought to be pretty fully informed as to the advantages and the evils of our present system. The well-known and often quoted truth, that reforms never go backward, though subject like all other human affairs, to occasional reflex action, will undoubtedly be verified in the history of insanity.

To illustrate the success of the institution, we append, as usual, the following table, which exhibits the whole number of recoveries in each year since the opening of the hospital, and the proportion which this number bears to the average number of patients, and to the number admitted during the year. In the first year, as has been remarked in previous Reports, the proportion was much modified by the reception of a large number of incurable patients from another institution. It should, therefore, be omitted in any attempt to estimate the general result.

YEARS.	Average Number.	Number Admitted.	Recoveries.	Ratio of Re- coveries to Av'ge No.	Ratio of Re- coveries to Admissions.
1854, . . .	210	330	83	17.14	10.91
1855, . . .	251	167	70	27.88	41.91
1856, . . .	280	185	62	22.14	33.51
1857, . . .	312	207	82	26.28	39.61
1858, . . .	328	223	84	25.61	37.67
1859, . . .	335	231	98	29.25	42.42
1860, . . .	365	245	101	27.67	41.23
1861, . . .	386	252	119	30.86	47.22
1862, . . .	425	208	87	20.43	42.59
1863, . . .	421	196	87	20.66	44.39
1864, . . .	389	203	99	25.45	48.77
1865, . . .	353	197	89	25.21	45.18
1866, . . .	355	208	78	21.97	37.50
1867, . . .	379	265	90	23.74	33.96
1868, . . .	389	273	101	25.96	36.99

The number recovered during the year past, though not quite reaching the proportion of some previous years, must yet be esteemed as fairly satisfactory. The recovery of more than one hundred in a single year should certainly be regarded as a subject for congratulation. It should be a matter of sincere regret, that so many persons are still found in the community who doubt the full recovery of insane people, as is obvious from the suspicion with which they are still often regarded after leaving the institution. As bearing most decidedly upon this question of the completeness of the cure and the liability to recurrence, I present the following statement of the number of times each patient has been admitted to the hospital :—

2,892 patients have been admitted once, . . . 2,892  
 133        "        "        "        twice, . . . 266

41 patients have been admitted three times,	123
17      "      "      "      four      "	68
3      "      "      "      five      "	15
3      "      "      "      six      "	18
1      "      "      "      eight      "	8
<hr/> 3,090 persons.	<hr/> admissions 3,390

From this it appears that the new patients, those committed for the first time, constitute ninety-one per cent. of the whole number. While it is not pretended that this accurately shows the percentage of relapses, it is a sufficient approximation to the truth to prove that a very large majority of the recovered insane may be expected to escape a repetition of their calamity. We have shown our own confidence in this class by employing many whose names and persons are doubtless familiar to you in positions of trust, and have as yet seen no occasion to regret our course.

#### STATISTICAL TABLES.

In accordance with annual custom in this and similar institutions, an attempt has been made to collect and condense in the form of tables all important facts found in the records of the institution. Believing that in this way the largest amount of information relative to the hospital and to insanity may be arranged in the briefest and most convenient form, I present them in the usual order.

TABLE NO. 1.

	Males.	Females.	Total.
Number of patients remaining September 30, 1867, . . . .	179	197	376
Number of patients admitted since September 30, 1867, . . . .	133	140	273
Number of patients under treat- ment during the year, . . . .	<hr/> 312	<hr/> 337	<hr/> 649
Number of patients discharged during the year, . . . .	101	107	208
Number of patients died during the year, . . . .	25	13	38
Number of patients eloped during the year, . . . .	4 — 130	1 — 121	5 — 251
Number of patients remaining September 30, 1868, . . . .	<hr/> 182	<hr/> 216	<hr/> 398

The admissions this year have averaged about twenty-two per month. The largest number at any one time in the house, has been four hundred and sixteen. The average number during the year has been three hundred and eighty-nine, ten more than during last year. The increase from the beginning to the close of the year has been twenty-two.

The admissions during each month have been as follows:—

Admitted in Oct., 16;	In Dec., 21;	In March, 21;	In June, 30.
Nov., 18;	Jan., 19;	April, 26;	July, 33.
Sept., 18;	Feb., 17;	May, 26;	Aug., 28.
<hr/>			
In Autumn, 52;	In Winter, 57;	In Spring, 73;	In Summer, 91.

The discharges have been as follows in each month:—

Discharged in Oct., 12;	In Dec., 7;	In March, 20;	In June, 13.
Nov., 19;	Jan., 9;	April, 12;	July, 17.
Sept., 29;	Feb., 22;	May, 23;	Aug., 20.
<hr/>			
In Autumn, 60;	In Winter, 38;	In Spring, 55;	In Summer, 55.

The whole number of deaths during the year has been thirty-eight, and they have occurred as follows:—

Died in Oct., 3;	In Dec., 3;	In March, 2;	In June, 0.
Nov., 4;	Jan., 3;	April, 3;	July, 4.
Sept., 5;	Feb., 3;	May, 5;	Aug., 3.
<hr/>			
In Autumn, 12;	In Winter, 9;	In Spring, 10;	In Summer, 7.

TABLE No. 2,

*Shows the Condition of those Discharged.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Recovered, . . .	49	52	101	608	574	1,182	1,283
Improved, . . .	29	27	56	147	182	329	385
Unimproved, . . .	23	28	51	306	328	634	685
Totals, . . .	101	107	208	1,061	1,084	2,145	2,353

But few remarks upon the condition of those discharged need be added to what has already been said under the head of curative success. Fifty-five per cent. of all discharged since the opening of the institution had regained their mental health. In addition to this number, sixteen per cent. were improved, making a total of seventy-one per cent., who were decidedly benefited by their residence here. Of the remainder, who have been discharged unimproved, by far the larger portion were patients dependent upon the State for support, who were removed by the proper authorities, some to other State institutions, and others beyond the limits of the Commonwealth to the places of their legal settlement. A much smaller number were patients dependent upon the various towns, whose officers have removed them, with the idea, (usually a mistaken one,) that they could provide for them more economically elsewhere; and a still smaller number, (fortunately a very few,) have been taken away by friends from the best of motives, though too often with the worst results. During the year the board of state charities have removed fifty-one patients.

TABLE NO. 3,

*Shows the Character of Insanity in those admitted.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Mania, . . .	54	76	130	777	788	1,565	1,695
Melancholia, . .	9	16	25	161	210	371	896
Monomania, . .	4	—	4	88	76	164	168
Dementia, . . .	66	48	114	538	478	1,016	1,130
Not insane, . .	—	—	—	1	—	1	1
Totals, . . .	133	140	273	1,565	1,552	3,117	3,390

Ten insane criminals and one person charged with crime, but relieved of legal responsibility by mental infirmity, have been admitted during the year. It is to be feared that the process of transfer from penal institutions to lunatic hospitals is, except in the case of the State prison, where a proper inves-



tigation of each case is provided for by law, altogether too easy. The presence of insane criminals, everywhere considered so undesirable, is attended with such serious evils in the institutions for the insane, that transfer should only be authorized upon the fullest evidence of disease and a reasonable probability of benefit from hospital care and treatment.

TABLE No. 4,  
*Shows the Duration of Disease before Admission.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Less than 3 months, .	44	55	99	689	679	1,368	1,467
Between 3 and 6 mos.,	16	16	32	161	178	339	371
6 and 12 mos.,	14	10	24	140	133	273	297
1 and 2 yrs.,	14	9	23	154	148	302	325
2 and 3 yrs.,	12	11	23	105	95	200	223
3 and 4 yrs.,	8	7	15	58	66	124	139
4 and 5 yrs.,	6	7	13	52	49	101	114
5 and 10 yrs.,	9	11	20	101	119	219	239
10 and 20 yrs.,	5	9	14	78	60	138	152
Over 20 years, . .	5	5	10	28	25	53	63
Totals, . .	133	140	273	1,565	1,552	3,117	3,390

The number of patients who had been insane several years before admission, has been unusually large the past year. One had been insane more than thirty, ten more than twenty, twenty-four more than ten, and forty-four more than five years. The arguments which have been used in former years need not be repeated at this time. A reference to the subjoined table, exhibiting the duration of insanity in those recovered, shows a similar result to that of former years, and will be a sufficient indication that nothing has occurred in the experience of the past year to modify the opinions previously expressed.

*Duration of Insanity before Admission in those Discharged Recovered.*

	1868.			NINE PREVIOUS YEARS.			Total in Ten Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Less than 3 months, .	31	36	67	319	296	615	682
Between 3 and 6 mos.,	6	7	13	44	50	94	107
6 and 12 mos.,	4	2	6	26	33	59	65
1 and 2 years,	1	2	3	16	19	35	38
2 and 3 years,	2	1	3	10	10	20	28
Over 3 years, . .	5	4	9	14	11	25	34
Totals, . .	49	52	101	429	419	848	949

By this table the important fact is made manifest, that seventy-two per cent. of all recoveries which have taken place during the past ten years have been in cases which had been of less duration than three months before admission, eleven per cent. in cases of between three and six months duration, and seven per cent. in cases of between six and twelve months duration, making an aggregate of ninety per cent. of all recoveries occurring in patients who had been insane less than one year before admission. But while this truth of vital importance to the welfare of the insane should always be borne in mind, it should not be forgotten, in view of the fact that during ten years past thirty-four patients have recovered who had been more than three years insane, that the utmost caution should be exercised in pronouncing a protracted case incurable, and in abandoning the course most likely to lead to restoration.

TABLE No. 5,  
*Shows the Causes of Death in those Deceased.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Phthisis, . . .	3	4	7	54	88	142	140
Maniacal Exhaustion,	3	2	5	45	46	91	96
General Paralysis, .	5	—	5	54	8	62	67
Diarrhœa, . . .	2	3	5	15	15	30	35
Marasmus, . . .	1	1	2	17	19	36	38
Apoplexy, . . .	1	1	2	27	11	38	40
Paralysis, . . .	2	—	2	19	12	31	33
Dysentery, . . .	—	—	—	10	7	17	17
Fever, . . .	—	—	—	4	9	13	13
Anæmia, . . .	—	—	—	3	7	10	10
Epilepsy, . . .	—	—	—	9	5	14	14
Disease of Heart, .	1	—	1	3	5	8	9
Disease of Liver, .	—	—	—	3	3	6	6
Inanition, . . .	2	—	2	5	6	11	13
Gangrene, . . .	—	1	1	1	3	4	5
Old Age, . . .	3	—	3	4	5	9	12
Suicide, . . .	2	1	3	4	4	8	11
Cancer, . . .	—	—	—	—	3	3	3
Carbuncle, . . .	—	—	—	1	—	1	1
Peritonitis, . . .	—	—	—	1	—	1	1
Chorea, . . .	—	—	—	1	1	2	2
Scrofula, . . .	—	—	—	1	1	2	2
Burns, . . .	—	—	—	—	1	1	1
Pneumonia, . . .	—	—	—	1	3	4	4
Erysipelas, . . .	—	—	—	3	2	5	5
Gastritis, . . .	—	—	—	—	2	2	2
Measles, . . .	—	—	—	—	1	1	1
Variola, . . .	—	—	—	1	—	1	1
Totals, . . .	25	13	38	286	267	553	591

As usual, the health of the inmates of the hospital, aside from those diseases which are intimately connected with, or the cause of their disordered mental condition, has been exceedingly

good, and the exemption from acute disease in any form has in the past as in former years been remarkable.

In consideration of the fact, that nearly all persons admitted here are more or less impaired physically, abundant proof is afforded by our table of mortality, that the location of the institution is desirable, and that the regimen and diet are conducive to health and longevity.

TABLE No. 6,  
*Shows the Ages of Patients Admitted.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Between 5 and 10 yrs.,	—	—	—	1	—	1	1
10 and 15 yrs.,	1	1	2	9	8	17	19
15 and 20 yrs.,	5	10	15	95	92	187	202
20 and 25 yrs.,	19	22	41	166	228	394	435
25 and 30 yrs.,	19	17	36	245	261	506	542
30 and 35 yrs.,	17	17	34	223	231	454	488
35 and 40 yrs.,	16	21	37	213	196	409	446
40 and 45 yrs.,	11	16	27	176	155	331	358
45 and 50 yrs.,	7	11	18	151	115	266	284
50 and 55 yrs.,	13	11	24	87	90	177	201
55 and 60 yrs.,	8	6	14	77	47	124	138
60 and 65 yrs.,	9	1	10	51	54	105	115
65 and 70 yrs.,	3	3	6	32	31	63	69
70 and 75 yrs.,	1	—	1	18	20	38	39
75 and 80 yrs.,	1	1	2	15	11	26	28
80 and 85 yrs.,	3	2	5	6	11	17	22
Over 85 years, . .	—	1	1	—	2	2	3
Totals, . .	133	140	273	1,565	1,552	3,117	3,390

Six patients of eighty years and upwards have been admitted during the year. Of these, one has since died, two have been taken again by their friends, and three still remain with us.

TABLE No. 7,

*Shows the Occupation of the Male Patients admitted since the opening of the Hospital.*

Farmers, . . . . .	217	Physicians, . . . . .	10
Laborers, . . . . .	400	Cigar-makers, . . . . .	8
Seamen, . . . . .	164	Moulders and Turners, . . . . .	11
Boot and Shoemakers, . . . . .	104	Teachers, . . . . .	12
Operatives in Mills, . . . . .	89	Students, . . . . .	10
Traders, . . . . .	71	Jewellers, . . . . .	11
Carpenters, . . . . .	60	Butchers, . . . . .	6
Clerks, . . . . .	55	Wheelwrights, . . . . .	5
At School, . . . . .	29	Book-binders, . . . . .	4
Machinists, . . . . .	35	Caulkers and Gravers, . . . . .	5
Blacksmiths, . . . . .	80	Tailors, . . . . .	21
Sea-captains, . . . . .	22	Engravers, . . . . .	4
Stone-layers and Masons, . . . . .	27	Bar-keepers, . . . . .	7
Porters and Waiters, . . . . .	24	Naval Officers, . . . . .	8
Cabinet-makers, . . . . .	18	Book-agents, . . . . .	2
Merchants, . . . . .	19	Hat and Bonnet-makers, . . . . .	4
Barbers, . . . . .	13	Tinsmiths, . . . . .	5
Soldiers, . . . . .	23	Actors, . . . . .	4
Stage-drivers and Teamsters, . . . . .	14	Lawyers, . . . . .	4
Clergymen, . . . . .	15	Editors, . . . . .	2
Harness-makers, . . . . .	18	Dentist, . . . . .	1
Printers, . . . . .	11	Civil Engineers, . . . . .	2
Bakers, . . . . .	11	None, . . . . .	27
Fishermen, . . . . .	8	Unknown, . . . . .	14
Painters, . . . . .	21		
Coopers, . . . . .	9		
Gardeners, . . . . .	9	Total, . . . . .	1,698

These may be divided into the following classes :

Pursuing active employment out of doors, . . . . .	992
“ “ “ in doors, . . . . .	442
Of sedentary habits, . . . . .	249
Unknown, . . . . .	15
Total, . . . . .	1,698

TABLE No. 8,

*Shows the Civil Condition of all Persons Admitted.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Married, . . .	58	63	121	675	627	1,302	1,423
Unmarried, . .	70	63	133	818	701	1,519	1,652
Widowed, . . .	5	14	19	72	224	269	315
Totals, . . .	133	140	273	1,565	1,552	3,117	3,390

TABLE No. 9,

*Shows the Nativity of all Persons Admitted.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Americans, . .	71	53	124	841	723	1,564	1,688
" Irish parents,	8	2	10	33	39	72	82
Irish, . . . .	32	66	98	530	699	1,229	1,327
English, . . .	8	6	14	42	40	82	96
German, . . .	3	2	5	65	25	90	95
French, . . .	—	1	1	6	1	7	8
Scotch, . . .	2	2	4	5	7	12	16
Spanish, . . .	—	1	1	7	—	7	8
Canadians, . .	1	—	1	3	2	5	6
Italians, . . .	—	—	—	8	3	11	11
West Indians, .	—	—	—	3	—	3	3
Nova Scotians, .	6	6	12	12	11	23	35
Danes, . . .	—	—	—	5	1	6	6
Dutch, . . .	—	—	—	2	—	2	2
Swedes, . . .	—	1	1	1	—	1	2
Portuguese, . .	1	—	1	2	1	3	4
Siamese, . . .	1	—	1	—	—	—	1
Totals, . . .	133	140	273	1,565	1,552	3,117	3,390

Fifty-two per cent. of all persons admitted since the opening of the hospital were born on American soil. Forty per cent. were born in Ireland; a little less than three per cent. each were born in Germany and England.

TABLE No. 10,  
*Shows the Causes of Insanity.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Ill-health, . . .	7	27	34	120	389	509	543
Intemperance, . .	35	7	42	428	132	560	602
Masturbation, . .	15	-	15	172	14	186	201
Religious excitement, .	6	2	8	54	58	112	120
Domestic trouble, .	1	7	8	46	118	164	172
Child-birth, . . .	-	13	13	-	105	105	118
Epilepsy, . . . .	9	9	18	63	35	98	116
Pecuniary trouble, .	7	1	8	66	8	74	82
Paralysis, . . . .	6	3	9	31	17	48	57
Disappointment, . .	1	6	7	19	57	76	83
Injury, . . . . .	2	-	2	55	16	71	73
Loss of friends, . .	3	10	13	10	51	61	74
Spiritualism, . . .	-	-	-	13	27	40	40
Hard work, . . . .	4	4	8	24	16	40	48
Ill-treatment, . . .	-	2	2	2	16	18	20
Fright, . . . . .	-	-	-	6	11	17	17
Congenital, . . . .	1	1	2	9	18	27	29
Old Age, . . . . .	3	3	6	8	10	18	24
Seduction, . . . .	-	-	-	-	16	16	16
Hard study, . . . .	1	1	2	15	4	19	21
Jealousy, . . . . .	-	-	-	10	7	17	17
Sun-stroke, . . . .	4	-	4	19	1	20	24
Want of employment,	-	-	-	12	2	14	14
Use of tobacco, . .	-	-	-	3	2	5	5
Millerism, . . . .	-	-	-	3	-	3	3
Healing of ulcers, .	-	-	-	1	2	3	3
Exposure, . . . . .	-	-	-	9	2	11	11

TABLE No. 10—Concluded.

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Syphilis, . . .	1	—	1	3	2	5	6
Chorea, . . .	—	—	—	3	—	3	3
Use of narcotics, .	—	—	—	5	3	8	8
Light reading, .	—	—	—	—	2	2	2
Bad education, . .	—	—	—	1	1	2	2
Home-sickness, . .	1	3	4	1	7	8	12
Excitement of camp, .	—	—	—	3	—	3	3
Unknown, . . .	26	41	67	351	403	754	821
Totals, . . .	133	140	273	1,565	1,552	3,117	3,890

The experience of another year has served only to confirm and strengthen the views so often reiterated in former Reports, that to intemperate living and especially to the excessive voluntary use of deleterious substances, must be largely ascribed the prevalence of the disease which we are called upon to treat here. It may suffice at the present time to add, that the more intimate the acquaintance gained with the malady, the more extensive the knowledge obtained of the history of its victims, the larger looms up this fearful cause, indulgence in intoxicating drinks, which poisons the brains of those who yield to its seductive influence, renders their offspring liable to all the ills of an imperfect and vitiated organization, and indirectly, through the disasters which so generally follow in its train, swells many of the other causes which appear upon our records.



TABLE No. 11,  
Shows the Ages at which Insanity appeared.

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Under 5 years, . .	1	1	2	11	4	15	17
Between 5 and 10 yrs.,	2	1	3	9	12	21	24
10 and 15 yrs.,	3	2	5	20	14	34	39
15 and 20 yrs.,	12	16	28	125	135	260	288
20 and 25 yrs.,	13	21	34	220	246	466	500
25 and 30 yrs.,	19	22	41	256	299	555	596
30 and 35 yrs.,	22	17	39	219	212	431	470
35 and 40 yrs.,	13	23	36	202	190	392	428
40 and 45 yrs.,	13	16	29	156	136	292	321
45 and 50 yrs.,	9	6	15	110	98	208	223
50 and 55 yrs.,	8	6	14	80	61	141	155
55 and 60 yrs.,	7	3	10	62	45	107	117
60 and 65 yrs.,	6	1	7	40	40	80	87
65 and 70 yrs.,	1	1	2	27	20	47	49
70 and 75 yrs.,	1	—	1	9	8	17	18
75 and 80 yrs.,	2	3	5	9	13	22	27
Over 80 years, . .	1	1	2	—	2	2	4
Unknown, . . .	—	—	—	10	17	27	27
Totals, . .	133	140	273	1,565	1,552	3,117	3,390

TABLE No. 12,  
*Shows the Last Residence of Patients.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Bristol County, . . .	23	27	50	288	241	529	579
Barnstable County, . .	5	2	7	50	41	91	98
Plymouth County, . . .	6	11	17	131	128	259	276
Dukes County, . . .	2	—	2	22	9	31	33
Norfolk County, . . .	16	8	24	259	208	467	491
Middlesex County, . . .	11	13	24	58	60	118	142
Franklin County, . . .	—	—	—	2	2	4	4
Essex County, . . .	6	10	16	64	79	143	159
Suffolk County, . . .	63	69	132	564	650	1,214	1,346
Worcester County, . . .	—	—	—	1	5	6	6
Nantucket County, . . .	—	—	—	10	6	16	16
Worcester Hospital, . .	—	—	—	109	109	218	218
Other States, . . .	1	—	1	7	14	21	22
Totals, . . .	133	140	273	1,565	1,552	3,117	3,390

Several applications for admission from parties out of the State have been received during the year, but one only has been admitted.

TABLE No. 13,  
*Shows by whom the Patients Admitted have been Supported.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
By State, . . .	79	95	174	902	936	1,838	2,012
Towns, . . .	30	30	60	399	316	715	775
Individuals, . . .	24	15	39	264	300	564	603
Totals, . . .	133	140	273	1,565	1,552	3,117	3,390

The patients at present in the institution are supported as follows: by the State, one hundred and eighty-one; by towns,

one hundred and sixty-eight; and by individuals, forty-nine. The patients formerly supported here by Roxbury have subsequently to the annexation of that city to Boston been removed to the Boston Lunatic Hospital, which fact accounts for the slight decrease in town patients during the year.

TABLE No. 14,  
*Shows the Proportion of Committals.*

	1868.			PREVIOUSLY.			Total in Fifteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
By Court, . . .	112	127	239	1,177	1,142	2,319	2,558
Governor, . . .	-	-	-	116	118	234	234
From St. Almshouses, .	8	1	4	20	32	52	56
Boarders, . . .	18	12	30	252	260	512	542
Totals, . . .	138	140	273	1,565	1,552	3,117	3,390

#### THE FARM

has been as usual a source of some profit, and more especially of much healthful and agreeable occupation during the past as in former years. Although the land generally is of such a character as would hardly afford to the ordinary agriculturist a satisfactory reward for his labor, yet in our peculiar situation, with the abundance both of labor and of fertilizing material which we are able to furnish it, it undoubtedly contributes in some small degree towards defraying the expenses of the establishment, while as a means of employment its value is beyond pecuniary estimate.

The principal products of the year, with their estimate value, have been as follows:—

55 tons of hay at \$20,	. . . . .	\$1,100 00
15 tons of fodder at \$10,	. . . . .	150 00
20 tons squashes at \$30,	. . . . .	600 00
800 bushels of potatoes at .75,	. . . . .	600 00
200 bushels of turnips at .25,	. . . . .	50 00
150 bushels of beets at .60,	. . . . .	90 00

Summer vegetables,	.	.	.	.	.	\$600 00
20 cords wood at \$5,	.	.	.	.	.	100 00
						<hr/> \$3,290 00

Considerable progress has been made in clearing up the waste land, and between five and six hundred feet have been added to the massive wall, which is year by year encircling the estate.

#### IMPROVEMENTS.

Since the last annual Report, by bringing into use certain rooms connected with the centre, and with the lower halls, which were previously not employed to good advantage, a new ward, admirably adapted to the purpose, has been provided for the female convalescent patients, and has been furnished without ostentation, but with every possible homelike comfort and convenience. Its good effects upon the class for whom it was designed you have witnessed. It is one of the most important and successful additions to our means of providing for the insane which has been made since the opening of the hospital. The dining-rooms of four of the halls have been so enlarged and re-arranged as to far better fit them for the purpose for which they were designed. An airing court has been made for the two lower classes of male patients, which has proved a source of much enjoyment and benefit.

#### EMPLOYEES.

Fewer changes than usual have been made during the year among those employed in the various departments of duty. All the higher offices continue to be filled by the same persons as at the time of making the last annual Report, and the duties of each have been performed to my satisfaction. To Dr. Folsom and Mr. Kittredge we are again as heretofore indebted in great measure for the success which has crowned the year.

#### IN CONCLUSION,

I would renew to yourselves my thanks for a continuance of your kind and friendly co-operation, for your unvarying support and confidence, and for your ever-ready and invaluable counsel.

GEO. C. S. CHOATE.



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THIRTY-SIXTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

WORCESTER.

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OCTOBER, 1868.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET (CORNER OF FEDERAL).

1869.



# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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*To His Excellency the Governor and the Honorable Council of  
the Commonwealth of Massachusetts.*

The Trustees of the Worcester Lunatic Hospital respectfully submit their Thirty-Sixth Annual Report.

This hospital was established nearly forty years ago in the suburbs of the quiet town of Worcester. It is now in the middle of a thriving and prosperous city. Its essential features remain the same as when it was built, with only the addition of such improvements as its construction permitted. It is yet far from being such a building as the wants of this community require. At no distant day it may be thought advisable to relinquish the valuable tract of land in which it stands, in exchange for a more quiet and less expensive location at a little distance; and, by such exchange, the Trustees believe that a new hospital, suited to the times and to the character of the Commonwealth, might be built without cost to the State. As it is, the Trustees have confidence that the condition of its inmates, during the past year, has been as satisfactory as at any previous time.

By the Treasurer's report, the finances, which had been somewhat embarrassed by the high cost of supplies, are now in a good condition; and when all dues are received, and all debts paid, a balance will remain in favor of the hospital.

The average cost per week of each patient, in 1867, was \$4.60, and for the present year \$3.80. The latter sum now



nearly approaches the amount paid by the State and too for their patients. The deficiency is made up by the payment of private patients, some of whom, at a sacrifice to their sense of pride and independence, prefer not to be a public burden.

In the treatment of those under our care, we can hardly venture to say that any very decided improvement has been made over former years, as our facilities have not increased with the progress of experience. We have far from reached perfection in the treatment of the insane. There are more truths yet to be revealed to us, and we trust that nothing that thought and expenditure can give will be neglected to make this hospital what it should be.

Freedom from personal restraint, instituted by the humane and courageous Pinel, marked an epoch in the annals of insanity. Another great step in advance will be to give useful and cheerful occupation to the insane, to relieve the tedious monotony of a hospital life,—to make a cheerful and happy home for such as are visited with this malady, from which no gift of money or person can exempt us. Judge, counsellor, legislator and private citizen are all alike subject to it. It is the duty of every member of the community to use his power and influence to lessen the sufferings of those afflicted with insanity.

The restraints formerly used here, partly from ignorance, and more from motives of economy,—the cell, the camisole, chains and other instruments of days gone by,—have been exchanged for the gentle but firm presence of faithful and conscientious attendants, at all hours, to protect the patient from injuring himself or to others. If such attendance could be had in private families, and the love and affection of friends not exhausted, there are many patients in our hospitals who might remain at home. Yet the surroundings of a hospital, which seem so painful to visitors, are a source of benefit to some patients, from the sympathy and interest they excite.

It must not be supposed that the hardness of each individual case is in proportion to the complaints made by patients of the injustice of confining them to a hospital. This man who represents his case to the visitor most eloquently as being separated from his family, for whose support he is able to work, in another hour is dangerous to approach. This one who claims the n

of her children for her fostering care, if placed at large would put a firebrand to her dwelling.

Every attention possible is given to the complaints by patients of ill usage from their friends or attendants, and experimental visits to their homes, when the friends desire, are allowed, if safe and proper. Some are permitted to work at their trades in the city, while under the supervision of the hospital, and all are allowed the largest amount of liberty consistent with safety.

The health of our Superintendent, after a life of twenty years of labor in the hospital, having failed, he was induced to take a vacation in the summer, which he passed in visiting the hospitals of other lands. He has returned, apparently restored to health, and filled with experience which he will detail to you in the report that accompanies this.

In his absence, the duties of his office were most faithfully performed by Dr. Draper, to whom we feel gratefully indebted.

Very respectfully submitted by the Trustees.

R. W. HOOPER.  
CHAS. MATTOON.  
HENRY CHAPIN.  
WM. WORKMAN.  
S. E. SEWALL.

## TREASURER'S REPORT.

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*To the Trustees of the Worcester Lunatic Hospital.*

GENTLEMEN:—I herewith submit my annual report of the financial condition of the Worcester Lunatic Hospital.

### RECEIPTS.

Cash on hand September 30, 1867, . . . . .	\$1,779
received of the Commonwealth for support of patients, . . . . .	19,417
received of cities and towns for support of patients, . . . . .	27,203
received of individuals for support of patients, . . . . .	35,765
received from sale of farm products, . . . . .	3,087
	\$87,254

The expenditures of the year have been as follows:—

### *Provisions,—*

Flour, 524 bbls., . . . . .	\$6,908 65
Fresh meats, . . . . .	3,705 02
Salt meats, . . . . .	4,297 67
Butter, . . . . .	4,871 76
Sugar, . . . . .	2,032 36
Eggs and groceries, . . . . .	1,424 65
Tea, . . . . .	698 30
Coffee and chocolate, . . . . .	624 53
Rice and crackers, . . . . .	373 82
Meal, . . . . .	130 50
Fresh fruits, . . . . .	526 48
Potatoes, . . . . .	1,617 52
Beans, . . . . .	578 70
Fish, . . . . .	594 61
Molasses and sirup, . . . . .	749 22
Ice, . . . . .	412 62
Vinegar and pickles, . . . . .	236 75
Cheese, . . . . .	145 23
Furniture, bedding, table ware, &c., . . . . .	2,477 93
Medical supplies, . . . . .	1,135 23
Books, papers, stationery, printing, &c., . . . . .	792 79

Fuel, . . . . .	\$5,787 84	
Light, . . . . .	1,175 73	
Soap, . . . . .	478 89	
Improvements and repairs, . . . . .	4,164 34	
Freight and express, . . . . .	164 72	
Live stock, . . . . .	705 00	
Salaries and wages, . . . . .	20,567 71	
Miscellaneous, . . . . .	2,829 74	
Provender, . . . . .	1,901 78	
Total amount of current expenses, . . . . .	\$72,054 59	
Clothing, . . . . .	2,895 72	
Undertakers' bills, . . . . .	1,142 90	
Paid on loan, . . . . .	7,500 00	
Cash on hand, September 30, 1868, . . . . .	4,161 15	
		\$87,254 36

## RESOURCES.

Cash, . . . . .	\$4,161 15	
Due from the Commonwealth, . . . . .	\$4,975 76	} 5,554 67
Same, (Appendix bills,) . . . . .	578 91	
Due from cities and towns, . . . . .		7,707 26
Due from individuals, . . . . .		8,893 92
		\$26,317 00

## LIABILITIES.

Worcester County Institution for Savings, . . . . .	\$4,500 00	
Due for bills of supplies and expenses, . . . . .	7,910 91	
Due for salaries and wages, . . . . .	4,983 96	
		17,394 87
Balance, . . . . .	\$8,922 13	
Invested funds, (market value,) . . . . .	2,050 00	
Dividends from the same on hand, . . . . .	72 00	
Surplus, . . . . .	\$11,044 13	

D. W. BEMIS, *Treasurer.*

WORCESTER LUNATIC HOSPITAL, }  
 WORCESTER, Oct. 1, 1868. }

We have examined the above account, with the vouchers, and find it correct.

WILLIAM WORKMAN,  
 HENRY CHAPIN,

*Auditing Committee.*

WORCESTER, Oct. 17, 1868.

## OFFICERS OF THE HOSPITAL.

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### TRUSTEES.

ROBERT W. HOOPER, M. D.,	.	.	.	Boston.
HON. CHARLES MATTOON,	.	.	.	Greenfield.
HON. HENRY CHAPIN,	.	.	.	Worcester.
WILLIAM WORKMAN, M. D.,	.	.	.	Worcester.
HON. SAMUEL E. SEWALL,	.	.	.	Boston.

### RESIDENT OFFICERS.

MERRICK BEMIS, M. D.,	.	.	.	<i>Superintendent.</i>
JOSEPH DRAPER, M. D.,	.	.	.	<i>Assistant-Physician.</i>
CAROLINE A. BEMIS,	.	.	.	<i>Matron.</i>
DANIEL W. BEMIS,	.	.	.	<i>Steward.</i>

### TREASURER.

DANIEL W. BEMIS,	.	.	.	.	Worcester.
Office at the Hospital.					

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### SALARIED OFFICERS OF THE HOSPITAL.

<i>Superintendent,</i>	.	.	.	.	.	.	.	\$1,800
<i>Assistant-Physician,</i>	.	.	.	.	.	.	.	900
<i>Matron,</i>	.	.	.	.	.	.	.	200
<i>Steward and Treasurer,</i>	.	.	.	.	.	.	.	1,000

## SUPERINTENDENT'S REPORT.

*To the Trustees of the Worcester Lunatic Hospital.*

GENTLEMEN:—In obedience to the laws of the Commonwealth, I have the honor to submit to you the Thirty-Sixth Annual Report of the Worcester Lunatic Hospital.

For the general results of the year, and the condition of the patients in detail, you are respectfully referred to the following tabular statements, and such brief explanatory remarks as may accompany them:—

**TABLE No. 1,**  
*Showing the general results during the year.*

	Males.	Females.	Totals.
Patients in the Hospital, October 1, 1867, . . . . .	177	178	355
Admitted during the year, . . . . .	158	138	296
Whole number under treatment, . . . . .	335	316	651
Discharged recovered, . . . . .	62	48	110
improved, . . . . .	44	48	92
not improved, . . . . .	20	14	34
Died, . . . . .	21	12	33
Whole number discharged, . . . . .	147	122	269
Remaining, September 30, 1868, . . . . .	188	194	382

From this table, it appears that two hundred and ninety-six patients were admitted during the last year, of whom one hundred and fifty-eight were males, and one hundred and thirty-eight were females.

At the close of the previous year, there were three hundred and fifty-five patients inmates of the hospital, of whom one

hundred and seventy-seven were males, and one hundred and seventy-eight were females, so that there were six hundred and fifty-one persons under treatment in the course of the year, of whom three hundred and thirty-five were males, and three hundred and sixteen were females; the daily average was three hundred and seventy. No disturbing causes have operated to influence in any very great degree the usual results of the year.

The number of patients discharged was two hundred and thirty-six, of whom one hundred and ten were recovered, ninety-two improved, and thirty-four not improved. Thirty-three were removed by death, of whom twenty-one were males, and twelve were females.

The recoveries were thus in the ratio of a fraction more than thirty-nine per cent. to the number of admissions,—a gratifying result if compared with the percentage of recoveries in other old and long established hospitals.

At the close of the year there were eight patients in the hospital who had recovered their usual degree of mental health, and were awaiting the convenience of their friends for their removal. If this number be added to the number of those discharged and tabulated, the ratio of recoveries to the number discharged will be increased from forty-seven to fifty per cent. And if eight cases of recurrent mania and ten cases of unknown duration be included in the tabular statement, the ten per cent. of recovery of recent cases will be increased from fifty-four to sixty per cent.

Again, if fifty-six patients who were transferred directly to other institutions be deducted from the whole number discharged, the ratio of recoveries to the number discharged will be sixty-one per cent., or sixty-five per cent. if the eight who had recovered and were remaining be added to the number of those discharged.

The rate of mortality is somewhat less than during the previous year, and may be considered as quite moderate, if we regard the condition of many of the patients when admitted.

The percentage of deaths of the average number of residents was nine, and only five per cent., if calculated on the whole number under treatment.

TABLE No. 2,

*Showing the Admissions and state of the Hospital from October 1, 1867, to September 30, 1868.*

	Males.	Females.	Totals.
Patients in the Hospital, October 1, 1867, . . .	177	178	355
admitted in the course of the year, . . .	158	138	296
remaining in the Hospital, Sept. 30, 1868, . .	188	104	292
Of the admissions there were cases of one year or less duration, . . .	103	82	185
Of the admissions there were cases of more than one year's duration, . . .	49	48	97
Of the admissions there were cases the duration of whose insanity could not be ascertained, . . .	6	8	14
Patients committed by Courts, . . .	109	88	197
committed by Overseers of the Poor, . . .	12	10	22
on bonds, . . .	37	36	73
committed by Governor's warrant, . . .	—	—	—
committed by the Board of State Charities, . .	1	3	4
committed by Commissioners of Lunacy, . . .	—	—	—
Foreigners and those having no settlement in the State, committed in course of the year, . . .	58	60	118
Foreigners and those having no settlement in the State, discharged in course of the year, . . .	61	63	124
Foreigners and those having no settlement in the State, remaining in the Hospital, Sept. 30, 1868, .	47	48	95
Patients in Hospital previously, . . .	45	45	90
in other Hospitals in this State previously, . .	8	8	16
in Hospitals of other States previously, . . .	1	6	7

*State Paupers remaining in the Hospital at the close of each year as nearly as can be ascertained.*

1842, . . . 34	1851, . . . 201	1860, . . . 130
1843, . . . 38	1852, . . . 241	1861, . . . 156
1844, . . . 38	1853, . . . 216	1862, . . . 189
1845, . . . 57	1854, . . . 151	1863, . . . 175
1846, . . . 52	1855, . . . 115	1864, . . . 116
1847, . . . 121	1856, . . . 155	1865, . . . 91
1848, . . . 150	1857, . . . 119	1866, . . . 129
1849, . . . 167	1858, . . . 121	1867, . . . 101
1850, . . . 181	1859, . . . 124	1868, . . . 95

The preceding table shows that one hundred and eighty-five patients were admitted to the hospital in the course of the year whose insanity had existed one year or less previous to the date of their admission. Other tables in this connection show that about seventy-five per cent. of all patients admitted to the hospital who had been insane not more than one year previous



to admission have recovered their mental health and usefulness and have been restored to society.

It may also readily be shown that a large proportion of those who are placed under treatment on the first appearance of disease recover their customary health within a period of six months.

The table also shows that one hundred and ninety-seven patients were committed by order of the probate courts of the several counties, thus making the commitment of patients an open, fair, legal proceeding. In all cases where the patient has been admitted by the officers of the hospital the admission has been given on the authority of a certificate of insanity from two physicians. And in those cases where the patient has voluntarily sought the benefits of the institution an examination has at once been made and certificates procured from physicians not connected with the hospital.

Of the one hundred and ninety-seven committed by the courts in the course of the year, one hundred and eighteen were supported by the charity of the Commonwealth. Of this class one hundred and twenty-four were discharged, leaving ninety-five in the hospital at the close of the year.

The number of patients admitted into the hospital since it was opened amounts to eight thousand one hundred and ninety-eight, of whom four thousand and ninety-five have been males and four thousand one hundred and three females.

Of this number, three thousand eight hundred and twenty-five have been discharged recovered, and one thousand four hundred and forty-six have been discharged improved; the recoveries being in the ratio of forty-eight and nine-tenths per cent. to the whole number, after deducting the number of those who remain under treatment. And the ratio of those discharged improved, to the whole number, is a fraction less than twenty per cent., after deducting those who remain in the hospital.

Fifty-seven patients have been removed to other institutions in the course of the year by order of the Board of State Charities, and five have been removed to their homes out of the Commonwealth. A large majority of these patients were supposed to be incurable, and had been residents in the hospital varying periods of time from a few weeks to several years.

I have done all in my power to carry out the plan of boarding a few quiet chronic patients in private houses, whose condition seemed to warrant it, both in deference to the opinions encouraged by your board, and under the convictions on this subject which I urged in my reports of 1856 and 1857 ; but I must confess that I find very great difficulty in getting proper persons to interest themselves sufficiently in the subject to assist me in my efforts, and have thus far been able to procure suitable homes for a few cases only of those whose service would be of real value.

In reference to those cases for whom asylums are sought out of the Commonwealth and similar cases so disposed of in former years, I beg leave to make a single remark.

It is much to be regretted that there cannot be a fair understanding and an equitable arrangement between the authorities of different countries and also between the authorities of different sections of our own country, for the purpose of facilitating and rendering such transfers humane and desirable, not only between this country and England, Scotland, Ireland and Germany, but between different States of our own country.

Under the existing state of things lunatics who may be wisely and properly transferred to their homes in a foreign country, are generally landed at Liverpool, where it not unfrequently happens that all trace of them is lost. Sometimes, however, they are picked up as wanderers in the streets, and are sent to English asylums or poor-houses.

And in the case of those who are sent into other States, where they are supposed to have settlements, the result frequently is, that on arriving in the place of their settlement, either their identity or their insanity is repudiated by the authorities, and the unfortunate lunatic, unable to provide for himself, is let loose on the public streets, to take his chance of what Providence may do for him. They sometimes succeed in begging their way back to the hospital. When they have done so they have been received by order of the Board of State Charities, and taken care of until they could again be transferred.

Of the unrecovered patients discharged, many were removed by the Board of State Charities, and proper provision was made for them in other institutions ; some, however, were removed for whom no special provision was made for their care ; and some, as frequently happens, were very injudiciously removed,

and have consequently been readmitted in a much more hopeless condition than when they were taken away.

TABLE No. 3,

*Showing the Number Admitted, Restored, Improved, Died, &c., in each Month in the Year.*

MONTHS.	ADMITTED.			REMOVED.												REMAINING.		
	Males.	Females.	Totals.	Restored.	Improved.	Not Improved.	Died.	Totals.						Males.	Females.	Totals.		
								M.	F.	M.	F.	M.	F.				M.	F.
October, .	7	11	18	2	8	5	2	1	2	3	1	11	13	24	173	176	349	
November, .	9	11	20	1	4	3	2	1	1	1	2	6	9	15	176	178	354	
December, .	15	9	24	3	3	4	4	2	1	-	-	9	8	17	182	179	361	
January, .	19	5	23	7	5	-	2	-	-	-	-	7	7	14	193	177	370	
February, .	8	10	18	4	2	-	1	-	-	-	1	4	4	8	197	183	380	
March, .	11	9	20	8	4	3	5	9	3	2	1	22	13	35	186	179	365	
April, .	19	17	36	9	5	3	6	1	-	6	1	19	12	31	186	184	370	
May, .	9	15	24	6	2	4	9	-	2	1	1	11	14	25	184	185	369	
June, .	15	16	31	7	3	8	12	2	3	1	1	18	19	37	181	182	363	
July, .	21	15	36	3	5	3	3	1	1	2	-	9	9	18	193	188	381	
August, .	9	8	17	8	3	6	1	1	1	2	3	17	8	25	185	188	373	
September, .	17	12	29	4	4	5	1	2	-	3	1	14	6	20	188	194	382	
Totals, .	158	138	296	62	48	44	48	20	14	21	12	147	122	269	-	-	-	

TABLE No. 4,

*Showing the form of Disease in those Admitted and Discharged during the year.*

FORM OF DISEASE.	ADMITTED.			DISCHARGED.		
	Males.	Females.	Totals.	Males.	Females.	Totals.
Mania, . . . . .	61	56	117	48	45	93
“ Chronic, . . . . .	24	20	44	26	21	47
“ with Epilepsy, . . . . .	9	-	9	4	-	4
“ with general Paralysis, . . . . .	5	-	5	3	-	3
Melancholia, . . . . .	6	14	20	7	10	17
Dementia, . . . . .	28	33	61	30	29	59
“ Senile, . . . . .	5	6	11	1	2	3
“ with Epilepsy, . . . . .	10	4	14	4	1	5
“ with general Paralysis, . . . . .	8	2	10	2	1	3
Monomania of Fear, . . . . .	1	2	3	-	1	1
“ of Suspicion, . . . . .	1	1	2	1	-	1
Totals, . . . . .	158	138	296	126	110	236

TABLE No. 5.

*Supposed Causes of Insanity of Patients admitted into the Hospital from  
January 18, 1833, to September 30, 1868.*

CAUSES.	1868.		PREVIOUSLY.	
	Males.	Females.	Males.	Females.
Apoplexy, . . . . .	-	-	1	2
Asthma, . . . . .	-	-	1	-
Bronchitis, . . . . .	-	-	-	1
Bowels, Disease of, . . . . .	-	-	1	-
Cancer, . . . . .	-	-	-	1
Chorea, . . . . .	-	-	-	3
Constipation, . . . . .	-	-	-	-
Convulsions, . . . . .	-	-	10	12
Dysentery, . . . . .	-	-	2	2
Dyspepsia, . . . . .	-	-	3	2
Epilepsy, . . . . .	14	4	188	69
Eruptive Diseases, . . . . .	-	-	8	3
Eyes, Disease of, . . . . .	-	-	2	-
Eyes, Loss of, . . . . .	-	-	1	-
Erysipelas, . . . . .	-	-	-	1
Fever, . . . . .	-	-	52	72
Hysteria, . . . . .	-	1	-	1
Hemorrhoides, . . . . .	-	-	1	1
Ill Health, . . . . .	4	6	257	944
Influenza, . . . . .	-	-	1	3
Insolation, . . . . .	2	-	19	-
Idiocy, . . . . .	-	-	18	10
Laryngitis, . . . . .	-	-	-	-
Measles, . . . . .	-	-	4	6
Nervous Irritation, . . . . .	-	-	-	-
Nymphomania, . . . . .	-	-	-	4
Old Age, . . . . .	1	3	30	34
Otitis, . . . . .	-	-	-	-
Paralysis, . . . . .	12	2	91	30
Pneumonia, . . . . .	-	-	-	-
Rheumatism, . . . . .	-	-	5	1
Scrofula, . . . . .	2	2	4	4
Sea-sickness, . . . . .	-	-	1	1
Somnambulism, . . . . .	-	-	-	2
Suppressed Eruptions, . . . . .	-	-	4	3
Suppressed Ulcer, . . . . .	-	-	1	3
Satyriasis, . . . . .	-	-	1	-
Tic Douloureux, . . . . .	-	-	-	2
Tumor, . . . . .	-	-	-	1
Whooping Cough, . . . . .	-	-	1	-
Amenorrhoea, . . . . .	-	-	-	23
Lactation, Excessive, . . . . .	-	-	-	4
Menorrhagia, . . . . .	-	-	-	10
Menorrhagia, Suppressed, . . . . .	-	-	-	27
Miscarriage, . . . . .	-	-	-	5

TABLE No. 5.—Concluded.

CAUSES.	1888.		PREVIOUSLY.	
	Males.	Females.	Males.	Females.
Pregnancy, . . . . .	—	—	—	12
Puerperal, . . . . .	—	12	—	228
Turn of Life, . . . . .	—	9	—	90
Amputation of Leg, . . . . .	—	—	1	—
Bathing in Cold Water, . . . . .	—	—	3	—
Drinking Cold Water, . . . . .	—	—	1	—
Exposure to Cold, . . . . .	—	—	11	13
Injuries by Falling, &c., . . . . .	—	—	21	7
Injury of Head, . . . . .	8	2	61	14
Injury of Spine, . . . . .	—	—	5	8
Lead, Poison of, . . . . .	5	—	5	—
Lightning, Stroke of, . . . . .	—	—	—	1
Labor, Excessive, . . . . .	—	—	44	60
Loss of Sleep, . . . . .	—	—	1	3
Study, Excessive, . . . . .	—	—	29	12
Spiritualism, . . . . .	—	—	22	24
Criminal Trial, . . . . .	—	—	—	1
False Accusation, . . . . .	—	—	—	1
Imprisonment, . . . . .	—	—	4	1
Death of Relatives, . . . . .	—	—	31	90
Domestic Trouble, . . . . .	—	—	115	346
Marriage, Unhappy, . . . . .	2	6	2	5
Disappointment in Love, . . . . .	—	6	67	102
Disappointed Ambition, . . . . .	1	—	9	9
Home Sickness, . . . . .	—	—	6	18
Fright, . . . . .	—	—	21	24
Seduction, . . . . .	—	—	—	3
Millerism, . . . . .	—	—	9	6
Political Excitement, . . . . .	—	—	10	1
Religious Excitement, . . . . .	5	2	158	177
Pecuniary Trouble, . . . . .	—	—	145	38
Poverty, . . . . .	—	—	1	1
Poverty, Fear of, . . . . .	—	—	32	8
Prosecution, . . . . .	—	—	1	—
Giving up Business, . . . . .	—	—	2	—
Change of Business, . . . . .	1	—	9	—
Violent Temper, . . . . .	—	—	2	15
Jealousy, . . . . .	—	—	18	28
Intemperance, . . . . .	30	4	630	87
Opium, Use of, . . . . .	—	—	3	9
Tobacco, Use of, . . . . .	—	—	2	7
Masturbation, . . . . .	24	6	409	69
Venery, Excess of, . . . . .	—	—	1	—
Unknown, . . . . .	12	18	1,143	1,164
Hereditary or Periodical, . . . . .	45	55	—	—
Totals, . . . . .	158	138	3,937	3,965

The foregoing table shows the assigned causes of insanity the patients admitted during the year, and also of all the p

tients admitted in previous years since the hospital was opened. The classification is given as indicating very clearly the relation of cause and effect in the progress of mental disease. It does illustrate to some extent the predisposing influences as to whether they are moral or physical in their nature. In this respect the table is valuable, having been carefully kept nearly thirty-six years, and embracing more than eight thousand cases.

I have endeavored to re-arrange and classify anew the whole number of cases, and show in a more acceptable manner the conditions and circumstances influencing the health of the patients previous to invasion of mental disease.

Having personally known a majority of all the patients admitted to the hospital, and having carefully studied the histories of all others, I may be able to present a new classification in my next annual report.

TABLE No. 6,

*Showing the Ages of Patients Admitted, Discharged Recovered, not Recovered, and Died during the Year.*

AGES.	ADMITTED.		DISCHARGED RECOVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Less than 15, .	—	1	—	2	—	1	—	—
From 15 to 20, .	8	5	1	2	2	6	—	—
20 to 30, .	37	26	21	11	17	10	2	1
30 to 40, .	40	30	16	9	17	12	1	2
40 to 50, .	30	40	8	11	14	18	6	2
50 to 60, .	22	11	12	6	9	8	6	3
60 to 70, .	6	15	2	6	3	5	1	1
70 to 80, .	12	7	2	1	1	2	5	1
80 to 90, .	—	1	—	—	—	—	—	2
Unknown, . .	3	2	—	—	1	—	—	—
Totals, . .	158	138	62	48	64	62	21	12

TABLE No. 7,

*Showing the Ages of Patients Admitted, Discharged Recovered, not Recovered, and Died, from January 18, 1833, to September 30, 1867.*

AGES.	ADMITTED.		DISCHARGED RECOVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Less than 15, .	33	27	7	11	21	12	2	2
From 15 to 20,	338	243	130	148	71	68	15	16
20 to 30,	1,042	990	519	505	376	385	69	73
30 to 40,	966	1,046	467	503	410	383	106	100
40 to 50,	832	857	352	395	290	291	112	100
50 to 60,	440	482	193	226	166	158	79	87
60 to 70,	268	229	93	108	103	71	58	53
70 to 80,	104	75	24	26	27	21	44	23
80 to 90,	1	15	6	2	5	4	6	7
Unknown, . .	1	1	-	-	-	-	-	-
Totals, . .	3,937	3,965	1,791	1,924	1,418	1,393	491	470

TABLE No. 8,

*Showing the Duration of Insanity before Admission of Patients Admitted, Discharged Recovered, not Recovered, and Died during the Year.*

DURATION OF INSANITY.	Admitted.		Discharged Recovered.		Disch'd not Recovered.		Died.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Insane 1 year or less, . . . .	86	74	44	38	11	16	5	0
More than 1 year, and less than 2 years, . . . . .	15	14	9	7	14	13	2	1
More than 2 years, and less than 5 years, . . . . .	16	19	3	3	13	16	9	1
More than 5 years and less than 10 years, . . . . .	11	9	-	-	16	10	2	1
More than 10 years and less than 15 years, . . . . .	13	5	6	-	3	4	3	1
More than 15 years and less than 20 years, . . . . .	5	3	-	-	1	1	-	1
More than 20 years and less than 25 years, . . . . .	4	5	-	-	1	1	-	1
More than 25 years and less than 30 years, . . . . .	2	3	-	-	1	1	-	1
Thirty years or more, . . . .	1	1	-	-	-	-	-	-
Unknown, . . . . .	5	5	-	-	4	-	-	-
Totals, . . . . .	158	138	62	48	64	62	21	11

TABLE No. 9,

*Showing the Duration of Insanity before Admission of Patients Admitted, Discharged Recovered, not Recovered, and Died, from January 18, 1833, to September 30, 1867.*

DURATION OF INSANITY.	Admitted.		Discharged Recovered.		Discharged not Recovered.		Died. <sup>1</sup>	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Insane one year or less, .	2,466	2,679	1,378	1,505	672	640	244	288
More than one year, and less than 2 years, .	164	130	176	161	122	94	35	17
More than 2 years, and less than 5 years, .	549	521	118	136	210	191	93	67
More than 5 years, and less than 10 years, .	303	280	48	57	214	208	38	31
More than 10 years, and less than 15 years, .	158	170	14	23	112	104	32	27
More than 15 years, and less than 20 years, .	73	47	9	9	46	66	20	11
More than 20 years, and less than 25 years, .	50	44	7	—	33	36	5	8
More than 25 years, and less than 30 years, .	21	16	5	1	11	10	7	6
Thirty years or more, .	33	29	2	5	13	13	9	7
Unknown, . . . .	100	49	24	21	45	31	8	8
Totals, . . . .	3,937	3,965	2,791	1,924	1,478	1,393	491	470



TABLE No. 10,

*Showing the Civil Condition of Patients Admitted, Discharged Recovered, n  
Recovered, and Died during the year.*

CIVIL CONDITION.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Unmarried, .	75	50	30	13	40	25	5	2
Married, .	67	59	26	21	18	25	14	7
Widowers, .	16	-	5	-	4	-	2	-
Widows, .	-	29	-	14	-	12	-	3
Unknown, .	-	-	1	-	2	-	-	-
Totals, .	158	138	62	48	64	62	21	12

TABLE No. 11,

*Showing the Civil Condition of Patients Admitted, Discharged Recovered, n  
Recovered, and Died, from January 18, 1833, to September 30, 1867.*

CIVIL CONDITION.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Unmarried, .	2,072	1,686	890	769	893	732	187	19
Married, .	1,661	1,778	828	917	517	507	241	18
Widowers, .	179	-	70	-	56	-	57	-
Widows, .	-	480	-	235	-	140	-	8
Unknown, .	25	21	3	3	12	14	6	-
Totals, .	3,937	3,965	1,791	1,924	1,478	1,393	491	47

TABLE No. 12,

*Showing the Occupation of Patients admitted to the Hospital from January 18, 1833, to September 30, 1868.*

OCCUPATION OF MALES.	1868.	Previously.
Auctioneers, . . . . .	—	2
Armors, . . . . .	—	3
Authors, . . . . .	—	3
Blacksmiths and Iron-workers, . . . . .	2	70
Bakers, . . . . .	—	12
Butchers, . . . . .	—	5
Book-agents, . . . . .	—	2
Book-binders, . . . . .	1	3
Broom-makers, . . . . .	—	2
Book-keepers, . . . . .	—	10
Brittania-workers, . . . . .	—	2
Brick-makers, . . . . .	—	6
Bellows-makers, . . . . .	—	2
Barbers, . . . . .	3	16
Clergymen, . . . . .	—	25
Carvers, . . . . .	—	3
Carpenters, . . . . .	6	127
Coppersmiths, . . . . .	—	9
Coopers, . . . . .	—	22
Cabinet-makers, . . . . .	—	17
Clothiers, . . . . .	—	16
Comb-makers, . . . . .	—	4
Confectioners, . . . . .	—	3
Card-makers, . . . . .	—	1
Chair-makers, . . . . .	—	3
Cigar-makers, . . . . .	—	6
Clerks, . . . . .	9	111
Carpet-weavers, . . . . .	—	3
Caulkers, . . . . .	—	3
Camphene-distillers, . . . . .	—	3
Dyers, . . . . .	—	3
Druggists, . . . . .	—	3
Drovers, . . . . .	—	2
Daguerreotypeists, . . . . .	—	4
Engineers, . . . . .	2	2
Engravers, . . . . .	—	4
Editors, . . . . .	—	4
Expressmen, . . . . .	—	14
Farmers, . . . . .	26	763
Fishermen, . . . . .	—	35
Gardeners, . . . . .	—	10
Glass-blowers, . . . . .	—	4
Hotel-keepers, . . . . .	—	14
Hatters, . . . . .	1	8
Harness-makers, . . . . .	1	14
Hackmen and Teamsters, . . . . .	—	37
Jewellers, . . . . .	3	21

TABLE No. 12—Continued.

OCCUPATION OF MALES.	1868.	Previously.
Lawyers, . . . . .	—	16
Laborers, . . . . .	39	890
Manufacturers, . . . . .	1	32
Millers, . . . . .	—	6
Merchants, . . . . .	2	161
Masons, . . . . .	4	32
Miners, . . . . .	—	4
Miniature-painter, . . . . .	—	1
Mat-makers, . . . . .	—	3
Musicians, . . . . .	2	8
Machinists, . . . . .	5	55
Moulders, . . . . .	—	7
Operatives in Mills, . . . . .	8	94
Palm leaf splitter, . . . . .	—	1
Painters, . . . . .	4	49
Printers, . . . . .	1	35
Physicians, . . . . .	2	28
Paper-makers, . . . . .	—	7
Peddlers, . . . . .	—	16
Potter, . . . . .	—	1
Pump and Block makers, . . . . .	—	4
Pattern-makers, . . . . .	—	4
Plumbers, . . . . .	—	5
Police Officers, . . . . .	—	3
Rope-makers, . . . . .	—	11
Restaurators, . . . . .	1	12
Shoemakers and Boot-makers, . . . . .	11	315
Sail-makers, . . . . .	—	9
Soap-makers, . . . . .	—	10
Sash and Blind makers, . . . . .	—	3
Sea-captains, . . . . .	2	16
Sailors, . . . . .	2	161
Students, . . . . .	1	59
Ship-carpenters, . . . . .	—	9
Shop-keepers, . . . . .	3	5
Stone-cutters, . . . . .	—	13
Soldiers, . . . . .	2	27
Sexton, . . . . .	—	1
Stevedore, . . . . .	—	1
Surveyors, . . . . .	—	2
School-boys, . . . . .	2	29
Tailors, . . . . .	1	28
Teachers, . . . . .	—	38
Tobacconists, . . . . .	—	3
Tinners, . . . . .	—	8
Tanners, . . . . .	4	26
Umbrella-makers, . . . . .	—	2
Wheelwrights, . . . . .	—	18
No occupation, . . . . .	7	242
Totals, . . . . .	158	3,937

TABLE No. 12—Concluded.

OCCUPATION OF FEMALES.	1868.	Previously.
Actresses, . . . . .	-	2
Cooks, . . . . .	1	64
Engraver, . . . . .	-	1
Housekeepers, . . . . .	77	2,128
Housemaids, . . . . .	23	408
Laundresses, . . . . .	-	4
Music teachers, . . . . .	-	3
Midwives, . . . . .	-	2
Nurses, . . . . .	1	14
Operatives in Mills, . . . . .	10	227
Seamstresses, . . . . .	23	746
School-girls, . . . . .	1	45
Teachers, . . . . .	2	82
Type-setters, . . . . .	-	3
No occupation, . . . . .	-	236
Totals, . . . . .	138	3,965

TABLE No. 13.

*Diseases which have proved fatal, from January 18, 1833, to September 30, 1868.*

DISEASES.	1868.		Previously.	
	Males.	Females.	Males.	Females.
Apoplexia, . . . . .	1	-	16	11
Asphyxia, . . . . .	-	1	2	-
Asthma, . . . . .	-	-	4	1
Ascites, . . . . .	-	-	5	7
Antochiria, . . . . .	1	-	16	11
Bronchitis, . . . . .	-	-	2	-
Carcinoma, . . . . .	-	-	2	2
Cardionosus, . . . . .	-	-	13	14
Cholera, . . . . .	-	-	5	-
Cholera Morbus, . . . . .	-	-	2	3
Cystitis, . . . . .	-	-	1	1
Dysentery, . . . . .	-	-	12	6
Delirium Tremens, . . . . .	-	-	4	-
Enteritis, . . . . .	-	-	6	9
Epilepsia, . . . . .	4	1	74	37
Erysipelas, . . . . .	-	-	9	10
Hepatitis, . . . . .	1	-	-	2
Hydrothorax, . . . . .	-	-	1	1
Hernia, . . . . .	-	-	1	-
Inanitia, . . . . .	-	1	38	58

TABLE No. 13—Concluded.

DISEASES.	1868.		Previously.	
	Males.	Females.	Males.	Females.
Mania, Exhaustive, . . . .	2	2	15	15
Marasmus, . . . . .	1	1	72	70
Meningitis, . . . . .	—	—	11	15
Mortificatio, . . . . .	—	—	—	1
Necropneumonia, . . . . .	—	—	1	2
Paralysis, . . . . .	9	1	55	20
Phthisis Pulmonalis, . . . .	1	2	65	124
Pleuritis, . . . . .	—	—	—	2
Pneumonia, . . . . .	1	—	15	9
Senectus, . . . . .	—	3	29	21
Typho-Mania, . . . . .	—	—	8	11
Typhoid Fever, . . . . .	—	—	8	6
Variola, . . . . .	—	—	1	—
Totals, . . . . .	21	12	491	470

TABLE No. 14,

*Showing the Admissions from each County, from January 18, 1833, to September 30, 1868.*

	1868.			Previously.	Whole No.
	Males.	Females.	Totals.		
Barnstable, . . . . .	—	—	—	128	128
Berkshire, . . . . .	—	—	—	190	190
Bristol, . . . . .	1	1	2	294	296
Dukes, . . . . .	1	—	1	19	20
Essex, . . . . .	29	29	58	1,159	1,217
Franklin, . . . . .	1	—	1	126	127
Hampden, . . . . .	1	4	5	372	377
Hampshire, . . . . .	1	2	3	325	228
Middlesex, . . . . .	52	40	92	1,386	1,379
Nantucket, . . . . .	—	—	—	32	32
Norfolk, . . . . .	5	7	12	637	649
Plymouth, . . . . .	—	—	—	238	238
Suffolk, . . . . .	7	9	16	742	758
Worcester, . . . . .	59	45	104	2,312	2,303
Other States, . . . . .	1	1	2	42	44
Totals, . . . . .	158	138	296	7,902	8,198

TABLE No. 15,

*Showing the Whole Number of Patients during the last year, the Average Number, the Number at the end of each year, the Expense of each year, the Annual Expense for each Patient, and the Expense of each Patient per week for each of the Thirty-six years the Hospital has been in operation.*

YEARS.	Whole Number.	Average Number.	No. at end of each Year.	Current Expenses of each Year.	Annual Expense for each Patient.	Expense per Week for each Patient.
1833.	153	107	114	\$12,272 91	\$114 67	\$2 25
1834.	233	117	118	15,840 97	135 38	2 60
1835.	241	120	119	16,576 44	137 30	2 64
1836.	245	127	138	21,395 28	168 44	3 12
1837.	306	163	185	26,027 07	159 64	3 07
1838.	362	211	218	28,739 40	136 20	2 62
1839.	397	223	229	29,474 41	132 16	2 53
1840.	391	229	236	27,844 98	121 59	2 33
1841.	399	233	232	28,847 62	123 81	2 38
1842.	430	238	238	29,546 87	111 12	2 13
1843.	458	244	255	27,914 12	114 40	2 20
1844.	491	261	263	29,278 75	112 17	2 15
1845.	656	316	360	43,888 65	138 88	2 66
1846.	637	359	367	39,870 37	111 06	2 13
1847.	607	377	394	39,444 47	104 62	2 01
1848.	655	404	409	42,860 05	106 09	2 05
1849.	682	420	429	40,870 86	97 31	1 87
1850.	670	440	441	46,776 13	106 40	2 04
1851.	704	462	466	52,485 33	112 61	2 16
1852.	775	515	532	43,878 35	85 20	1 64
1853.	820	537	520	53,606 66	103 14	1 98
1854.	819	430	381	53,221 52	123 77	2 38
1855.	580	349	336	54,895 88	157 29	3 02
1856.	577	357	376	45,631 37	128 64	2 47
1857.	647	387	372	49,004 75	124 04	2 38
1858.	679	372	301	38,267 26	102 86	2 39
1859.	501	309	317	48,363 33	156 51	3 01
1860.	532	324	331	47,757 01	147 39	2 83
1861.	583	369	379	54,748 53	148 37	2 84
1862.	600	401	396	53,043 88	132 18	2 50
1863.	611	398	399	66,082 36	166 03	3 19
1864.	625	366	344	66,612 00	182 00	3 50
1865.	565	350	343	73,772 41	211 37	4 06
1866.	630	368	381	88,308 73	239 28	4 60
1867.	669	389	355	86,930 88	223 47	4 30
1868.	651	370	382	72,054 59	197 60	3 80

No epidemic prevailed to any extent during the year, and the health of the patients was, in general, good.

The cold, wet spring, the very severe weather of summer, and the sudden changes of the temperature during almost the entire year, exerted an unfavorable influence on the sanitary

condition of such patients as were enfeebled by age and exhausting bodily and mental disorders. The deaths of thirty-three patients,—twenty-one men and twelve women,—have been somewhat less than during the preceding year; but absolutely, and when calculated in reference to the average population. By referring to the proper table it will be seen that the mortality for the year reached nine per cent. of the average number of residents, and five per cent. of the whole number of residents during the year; while the average mortality, since the opening of the institution, has been a fraction more than eight per cent. on the average number of patients and a fraction less than five per cent. on the whole number of residents.

On comparing the mortality for the sexes separately, it will be found, as has been before noticed, that any seeming increase in the death-rate is nearly confined to male patients. When the rate of mortality in the hospital is considered, it must not be forgotten how large a proportion of the more feeble inmates are advanced in life,—more than one-third of those who die having passed their sixtieth year,—nor should it be forgotten that nearly all are broken in health of body and mind long before their admission to the hospital.

As to the causes of death, there must be noticed the large proportion from paralysis, epilepsy, apoplexy and other cerebral disorders, of which, altogether, there were fifteen cases; and also the proportion of thoracic diseases, of which there were many as six cases: making, altogether, twenty-one deaths out of the thirty-three tabulated. The remaining twelve embraced a variety of cases, the character of which is shown in the table No. 13.

Several cases were brought to the hospital in nearly a dying condition, and ought not to have been sent to a hospital at all. Their transit here most likely hastened their death, and entailed upon the institution an unnecessary expense in nursing and attendance, besides adding to our bills of mortality. These seem to have been committed simply because they were not cleanly in their habits, and required nursing and attendance. These patients should be taken care of elsewhere, for the few days or weeks they may live, and not be sent to an institution which should be kept as far as possible for curative purposes.

It will be seen by reference to table No. 15, that while the average number of patients was less than during the preceding year, the average weekly expense was reduced from four dollars and thirty cents to three dollars and eighty cents,—a fact which seems to promise for the future something of our old-time financial prosperity. The weekly expense steadily advanced during the war until it reached the sum of four dollars and sixty cents in 1866. While the cost of support has been materially lessened, the property of the Commonwealth has not been suffered to deteriorate, nor has there been any reduction in the quality or quantity of the supplies.

In fact, the whole treatment of the patients, in a medical, moral and hygienic point of view, has received a full share of attention, so that the institution might be, as it has been, as far as possible, curative, and afford relief in those cases where recovery seemed impossible.

Insanity is so essentially a disease of debility, that, as a necessary starting point to its successful treatment, a good and generous dietary is indispensable. No less desirable are faithful and skilful nurses and attendants. In addition to this, large outlays must be made, annually, to provide other comforts, without which little can be accomplished.

Add to all this the expense necessary for the annual repairs of an establishment subject to the hard usage of a hospital for the insane, and it will not be expected that the weekly expense per patient can be reduced very much lower.

All the usual sources of intellectual occupation are kept up, as formerly,—the library, periodicals, and daily and weekly papers. The lectures, concerts, social re-unions have been the means of giving much comfort and relief to our patients who would otherwise have suffered from the dull monotony of a hospital routine. The usual recreations of games, rides, walks, and everything that can be made available for the healthy and innocent occupation of mind, have been freely encouraged and employed. I ought not to omit the daily religious services in the chapel, and the frequent, well-timed visits of the Chaplain, Rev. George Allen, as among the best and highest prized privileges of the patients.

The usual tables showing the extent to which the patients have been industriously occupied by the amount of work exe-



cuted in the house, in the shops and in the gardens and on the farm are necessarily omitted. But when I remind you that last year nearly thirty thousand days' work were accomplished and nearly the same amount in each of several previous years, you will be ready to believe that a respectable degree of industry has marked the year just closed.

The great disproportion between the employed and the aggregate number of patients is always noticed and often commented upon. Those persons who regard this disproportion unfavorably are apt to overlook the greatly impaired physical condition of a large majority of insane persons. Regarding as I do occupation as one of the most important curative agents in the treatment of insanity, and urging its adoption upon all, both in and out of my own hospital, it ought of course to be my desire to bring this curative agent into full force.

When we look for a moment at the population of the hospital it is evident that we cannot draw to a much greater extent upon the fluctuating portion of it for carrying on the processes of either trade or farm labor. This class of our patients, to improve, or recover and go away. During a large part of the time they are with us, they not only are unfit for labor, but require extraordinary care and attention to preserve their health and lives. Then, the smaller class who sicken and die are not to be regarded in reference to any plan of occupation. If we turn our attention to the more fixed population, we shall find that indolence is one of the most marked characteristics of dementia and that incapacity for useful employment is quite frequent as the measure of imbecility.

The general paralytics and epileptics, who comprise classes of large and increasing numbers, are, aside from all consideration of their physical condition, too uncertain and too dangerous for any sort of occupation. It is worthy of remark, that though the employments of the male patients are distributed among a great number of trades, we can claim at any one period but a very few competent workmen, in any one of them most useful to the institution. Few indeed are there able to perform demanding labor.

For example, we have had committed to our care during the past year four masons, one of whom was discharged at the end of one week, one is upwards of seventy years of age, one

demented, and constantly excited, and the fourth is demented, but works daily. Of painters there were three admissions, one of whom is a young man, paralytic, one is seventy-four years of age and helpless, and the third was discharged within two months of the time of his admission. Of tailors there was but one admission, a paralytic. Of blacksmiths there were two admissions, one of whom was a man seventy-three years of age, and one young man who was discharged at the end of six weeks. Of shoemakers there were eight admissions, four of whom were discharged within about three months of the time of their admission, one is homicidal and dangerous, two are paralytic, and one is epileptic. Of machinists there were five admissions, two of whom were discharged within two months of the time of their admission, one is homicidal, one paralytic, and one epileptic. Of carpenters there were five admissions, one of whom works daily, two are thoroughly demented, and two are each seventy-nine years of age, and work a little every day.

Very nearly the same conditions will be found to exist, if we follow through the occupations of all those committed to the hospital in the course of any one year.

Notwithstanding all these discouragements, I am more than ever convinced of the value of systematic occupation as a powerful curative agent in the treatment of the insane—not manual labor merely, but occupation, manual and mental, which shall employ to the fullest extent consistent with improving health, every mind and every body under the care and control of the institution.

TABLE No. 16,  
*Showing the Statistics of the Hospital from January 18, 1833, to September 30, 1868.*

	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Whole number admitted, . . . . .	153	119	113	125	168	177	179	162	163	198	220	236	293	277	240	261	273	241	263
Whole number discharged, . . . . .	39	115	112	106	121	144	168	155	167	191	203	228	196	270	213	246	253	229	238
Discharged recovered, . . . . .	25	64	52	58	69	76	80	82	82	88	116	124	122	154	103	136	138	125	111
Discharged improved, . . . . .	7	22	23	17	23	24	29	29	36	25	32	40	25	31	23	32	26	15	38
Discharged not improved, . . . . .	2	20	28	22	20	28	37	29	37	66	33	49	25	47	57	48	52	82	50
Died, . . . . .	4	8	8	8	9	16	22	15	12	12	22	15	24	38	30	30	37	57	39
Eloped, . . . . .	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whole number in hospital during year, . . . . .	153	233	241	245	306	362	397	391	399	430	458	491	556	637	607	655	682	676	704
Number remaining at end of each year, . . . . .	114	118	109	138	185	218	229	236	332	238	255	263	360	367	394	409	429	441	466
Males admitted, . . . . .	96	69	51	65	94	96	80	75	73	107	111	109	164	138	105	128	134	129	125
Females admitted, . . . . .	57	50	62	60	74	81	99	87	90	91	109	127	129	139	135	133	139	112	138
Males discharged, . . . . .	19	58	57	56	65	74	66	59	71	96	92	108	85	108	98	105	112	91	98
Females discharged, . . . . .	15	48	46	41	47	54	80	81	81	83	89	105	87	124	85	111	104	81	101
Males died, . . . . .	3	5	4	6	6	10	14	9	7	3	8	9	15	20	18	15	19	29	13
Females died, . . . . .	1	3	4	2	3	6	8	6	5	9	14	6	9	18	12	15	18	28	26
Sent in by courts, . . . . .	109	55	90	117	129	123	123	106	110	157	152	158	167	143	135	166	206	194	184
Sent in by friends and overseers, . . . . .	44	64	23	8	39	54	56	56	53	41	68	78	126	134	105	95	67	47	79
Sent in by governor's warrant, . . . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Males recovered, . . . . .	13	33	27	32	37	45	32	28	37	44	53	56	64	72	48	67	70	60	56
Females recovered, . . . . .	12	31	25	26	32	31	48	54	45	44	63	68	58	82	55	69	68	65	55
Average number in hospital, . . . . .	107	117	120	127	163	211	223	229	233	238	244	261	316	350	377	404	420	440	462

TABLE No. 16—Concluded.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	Totals.
Whole number admitted, . . .	309	288	299	199	241	271	307	200	215	251	221	215	226	221	289	288	296	8,198
Whole number discharged, . . .	243	300	438	244	201	275	376	184	201	204	204	212	281	224	249	314	269	7,816
Discharged recovered, . . .	103	145	122	109	97	150	127	89	129	131	124	104	130	105	89	158	110	3,325
Discharged improved, . . .	34	36	53	26	46	75	174	52	35	35	39	65	102	58	95	101	92	1,612
Discharged not improved, . . .	61	78	229	79	23	6	41	13	15	8	7	12	16	28	25	12	34	1,385
Died, . . .	45	41	34	27	35	44	34	30	22	30	34	30	33	33	40	43	33	904
Eloped, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Whole number in hospital during year, . . .	775	820	819	580	577	647	679	501	532	583	600	611	625	565	630	609	651	—
Number remaining at end of each year, . . .	532	520	381	336	376	372	301	317	331	379	396	399	344	341	381	355	382	—
Males admitted, . . .	148	136	125	86	112	126	142	106	105	127	108	114	125	117	163	154	158	4,095
Females admitted, . . .	161	152	174	113	129	145	165	94	110	124	113	101	101	104	126	134	138	4,103
Males discharged, . . .	106	133	198	111	97	132	180	95	102	98	92	117	155	115	142	167	147	3,907
Females discharged, . . .	92	106	240	133	104	143	196	89	99	106	112	94	126	109	107	147	122	3,909
Males died, . . .	20	20	15	13	18	19	18	20	12	14	11	16	17	12	27	26	21	512
Females died, . . .	25	21	19	14	17	25	16	10	10	16	23	14	16	21	13	17	12	482
Sent in by courts, . . .	259	241	230	160	193	182	151	134	158	180	148	143	122	123	191	199	197	2,227
Sent in by friends and overseers, . . .	50	47	57	36	48	89	67	66	57	71	21	71	94	90	87	86	95	2,370
Sent in by governor's warrant, . . .	—	—	12	3	—	—	89	—	—	—	52	1	—	—	1	—	—	158
Males recovered, . . .	55	65	45	50	46	74	55	43	65	63	58	51	70	51	42	86	62	1,563
Females recovered, . . .	48	80	77	59	51	76	72	46	64	68	66	53	60	54	47	72	48	1,972
Average number in hospital, . . .	515	520	430	349	357	387	372	309	324	369	401	398	366	350	368	389	370	323

TABLE No. 17.  
*Per Cent.*

	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Per cent. of recovery of recent cases, .	-	82	82	84	89	86	90	91	91	91	88	93	89½	79	72	86	84	87	82
Per cent. of recovery of all discharges, .	-	54	46	53	57	52	47	53	49	46	59	54	62½	57	49	55	54	54	46
Per cent. of recovery of old cases, .	-	20	18	19	25	15	17	22	21	16	29	24	31½	28	17	19	24	21	18
Per cent. of admissions of the most prominent causes each year:—																			
Ill health, . . . . .	8	18	21	22	21	28	27	25	23	18	16	15	13	11	17	18	18	7	9
Religious, . . . . .	9	6	7	7	6	9	5	4	4	9	13	9	7	10	6	1	2	4	2
The affections, . . . . .	14	12	17	16	16	15	25	17	13	15	9	10	14	1	12	11	10	8	11
Property, . . . . .	7	11	9	6	6	10	6	5	4	5	7	3	9	5	3	2	4	3	2
Intemperance, . . . . .	25	24	23	15	10	16	8	12	12	8	6	8	10	10	7	5	4	3	4
Masturbation, . . . . .	5	6	7	16	21	6	8	7	6	4	3	2	6	3	2	2	4	3	4
Per cent. of deaths of all in the hospital each year, . . . . .	2.61	3.43	3.31	3.26	2.94	4.42	5.53	3.83	3.00	2.70	4.80	3.50	4.31	5.96	4.94	4.58	5.42	8.50	5.53
Per cent. of deaths of average number of residents each year, . . . . .	3.70	6.80	6.66	6.30	5.50	7.53	9.86	6.55	5.15	5.00	9.00	5.74	7.59	10.55	7.95	7.92	9.00	12.95	8.00

TABLE No. 17—Concluded.

	1862.	1863.	1864.	1865.	1866.	1867.	1868.	Total.
Per cent. of recovery of recent cases, .	77	88	80	92	78	76	74.4	81.6
Per cent. of recovery of all discharges, .	42	46	52	45	34	65	49.2	51.9
Per cent. of recovery of old cases, .	18	24	29	17	20	30	21	21.1
Per cent. of admissions of the most prominent causes each year:—								
Ill health, . . . . .	9	7	8	10	19	28	21	18.6
Religious, . . . . .	3	4	3	4	1	1	2	4.9
The affections, . . . . .	6	2	8	5	5	2	9	9.4
Property, . . . . .	3	2	2	1	1	1	1	4.0
Intemperance, . . . . .	2	2	4	2	4	9	11	9.6
Masturbation, . . . . .	2	4	4	3	1	1	5.1	5.7
Per cent. of deaths of all in the hospital each year, . . . . .	5.81	5.00	5.58	4.60	6.00	6.80	6.5	4.9
Per cent. of deaths of average number of residents each year, . . . . .	8.73	7.88	7.90	7.70	9.1	9.7	7.5	8.1

TABULAR VIEW  
*Of the Condition of the Patients in the Hospital, from October 1, 1867, to September 30, 1868, inclusive.*

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
582	1837 May 26	37	Female	Single	Love affair, . . .	6 months	Private Bond	31 yrs 4 mths	Remains	Not improved	Hereditary.	
876	1838 Dec. 28	24	Male	do	Unknown, . . .	3 do	Probate Court	29 yrs 9 mths	do	do	do	
895	1839 March 1	30	Female	do	Ill health, . . .	2 do	The Overseers	29 yrs 6 mths	do	Improved	do	
1092	1840 April 21	26	do	do	do . . .	6 years	Probate Court	28 yrs 6 mths	do	do		
1252	1841 April 29	31	do	Married	do . . .	2 months	Private Bond	28 yrs 5 mths	do	Not improved		
1409	1842 Feb. 28	28	Male	Single	Unknown, . . .	1 year	Probate Court	26 yrs 7 mths	do	do		
1583	1843 Jan. 14	28	do	do	Masturbation, . . .	6 years	do	25 yrs 9 mths	do	Improved	do	Periodical.
1772	1844 Nov. 16	23	do	do	do . . .	7 do	do	24 yrs 9 mths	do	Not improved		
1981	1844 Oct. 2	36	Female	Married	Unknown, . . .	5 do	do	24 yrs	do	Improved		
2047	1845 Jan. 8	21	Male	Single	Masturbation, . . .	6 do	-	23 yrs 9 mths	do	Not improved		
2220	1845 Aug. 29	28	do	do	Convulsions, . . .	6 weeks	Private Bond	23 yrs 1 mth	do	do		
2229	1846 Sept. 8	27	Female	do	Masturbation, . . .	2 1/2 years	Probate Court	23 yrs 1 mth	do	Improved	do	do
2280	1846 Nov. 3	30	Male	do	do . . .	6 do	Private Bond	22 yrs 11 mths	do	Not improved	do	
2412	1846 April 18	26	do	do	Disappointment, . . .	1 week	do	22 yrs 5 mths	do	do		do
2419	1847 May 11	48	do	Married	Unknown, . . .	6 months	do	22 yrs 4 mths	do	Improved	do	Sui. and do
2645	1847 April 16	44	Female	do	Domestic affliction, . . .	2 do	do	21 yrs 5 mths	do	Not improved	do	
2981	1848 July 11	24	do	Single	Ill health, . . .	5 years	do	20 yrs 2 mths	do	do		
3011	1849 Jan. 1	33	do	do	do . . .	4 months	Probate Court	19 yrs 4 mths	do	Improved		

1860		Male	Single	Disappointed affections	6 months	Probate Court	18 yrs	8 mths	Remains	Improved	Hereditary.
3380	Jan. 23	Male	Married	Ill health, . . .	6 years	do	18 yrs	6 mths	do	do	do
3497	April 2	Female	Single	Unknown, . . .	2 do	The Overseers	18 yrs	6 mths	do	do	do
3606	Dec. 11	Male	Single	Fever, . . .	20 do	Private Bond	17 yrs	9 mths	do	Not improved	do
3613	do 28	Female	do	do	do	do	do	do	do	do	do
1863											
4395	Sept. 2	do	Married	Puerperal, . . .	7 do	The Overseers	15 yrs	do	Died	Exhaustion	Periodical.
4414	do 23	do	do	do	1 week	do	16 yrs	do	Remains	Improved	do
4431	Oct. 19	do	do	Over-exertion, . . .	3 years	Probate Court	14 yrs	11 mths	do	do	do
1864											
4493	Jan. 13	Male	Widower	Unknown, . . .	15 do	The Overseers	14 yrs	8 mths	do	do	do
4684	Aug. 31	do	do	Domestic affliction, . . .	11 do	Municipal Court	14 yrs	1 mth	do	do	do
4688	Sept. 2	do	Single	Unknown, . . .	30 do	The Overseers	14 yrs	1 mth	do	Not improved	do
4741	Nov. 16	do	do	Masturbation, . . .	6 do	do	13 yrs	10 mths	do	do	do
4746	do 20	do	do	Unknown, . . .	6 do	Probate Court	13 yrs	10 mths	do	Improved	do
1865											
4832	April 18	do	Married	Spiritualism, . . .	3 do	do	13 yrs	6 mths	do	do	do
4861	May 17	do	do	do	6 do	do	13 yrs	4 mths	do	do	do
4882	July 27	Female	Single	Ill health, . . .	5 do	do	13 yrs	2 mths	do	do	do
4959	Dec. 4	do	Married	Puerperal, . . .	4 weeks	do	12 yrs	9 mths	do	do	do
1866											
5137	Sept. 8	Male	do	Unknown, . . .	18 months	do	11 yrs	10 mth	Discharged	do	do
5157	do 30	Female	Single	Masturbation, . . .	2 years	The Overseers	12 yrs	6 mths	Remains	Not improved	do
5198	Dec. 3	Male	do	Fright, . . .	3 do	Probate Court	11 yrs	do	Discharged	Improved	do
1867											
5417	Sept. 19	Female	do	Unknown, . . .	2 months	do	11 yrs	do	Remains	do	do
5433	Oct. 13	Male	do	Masturbation, . . .	11 years	The Overseers	11 yrs	do	do	Not improved	do
5450	do 26	do	do	Unknown, . . .	21 do	Probate Court	10 yrs	10 mths	Discharged	Improved	do
1868											
5547	April 1	Female	Married	Turn of life, . . .	1 year	do	10 yrs	6 mths	Remains	do	Suicidal.
5560	do 15	Male	Single	Religious excitement, . . .	1 do	Private Bond	10 yrs	6 mths	do	Not improved	do
5585	May 12	do	Married	do	6 years	Probate Court	9 yrs	9 mths	Discharged	Recovered	Hereditary.
5599	June 3	Female	do	Turn of life, . . .	8 do	Private Bond	10 yrs	6 mths	Remains	Improved	do
5602	do 9	Male	Single	Masturbation, . . .	6 do	The Overseers	10 yrs	4 mths	do	Not improved	do
5662	Aug. 25	Female	Widow	Old age, . . .	2 do	Probate Court	10 yrs	1 mth	do	Improved	do
5673	do 30	do	Married	Unknown, . . .	10 do	Gov. Order	10 yrs	1 mth	do	Not improved	do
5690	do 30	do	do	Masturbation, . . .	9 do	do	10 yrs	1 mth	do	Improved	do
5691	do 30	Male	Single	Unknown, . . .	22 do	do	10 yrs	1 mth	do	do	do
5694	do 30	do	Married	Spiritualism, . . .	7 do	do	10 yrs	1 mth	do	do	do



TABULAR VIEW—Continued.

No.	Time of Admiss'n.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal or Periodical.
1858												
5735	Sept. 20	40	Male	Married	Domestic affliction,	2 years	Probate Court	10 yrs	Remains	Improved		
5739	do 20	40	Female	do	Unknown, .	15 do	Gov. Order	10 yrs	do	do		
1859												
5830	Mar. 14	38	do	do	Unfortunate marriage,	6 weeks	Probate Court	9 yrs	7 mths	Not improved	Suicidal.	
5880	April 19	20	Male	Single	Epilepsy, .	1 year	Private Bond	9 yrs	6 mths	do		
5903	June 4	58	do	Married	Ill health, .	9 years	do	9 yrs	4 mths	do		
5908	do 10	24	Female	Single	do . . .	2 years	Probate Court	9 yrs	4 mths	Improved	Hereditary.	
5909	do 11	42	Male	do	Unknown, .	2 do	do	8 yrs	9 mths	do		
5962	Aug. 28	43	Female	Married	Domestic affliction,	3 months	do	9 yrs	1 mth	do		
6003	Nov. 29	55	Male	do	Epilepsy, .	3 years	do	8 yrs	10 mths	do		
6007	Dec. 8	29	Female	Single	Fever, .	10 do	do	8 yrs	10 mths	do		
1860												
6022	Jan. 20	36	Male	do	Loss of property, .	3 do	do	8 yrs	5 mths	do	Suicidal.	
6039	Feb. 14	43	do	Married	Religious excitement,	3 do	do	8 yrs	8 mths	do		
6047	do 25	36	do	Single	Masturbation, .	4 do	The Overseers	8 yrs	7 mths	Not improved		
6067	do 25	30	Female	Married	Injury by falling, .	3 do	Probate Court	8 yrs	6 mths	do		
6074	April 10	25	do	do	Measles, .	1 year	do	8 yrs	6 mths	do	Hereditary.	
6097	May 12	49	do	do	Unknown, .	14 years	Private Bond	8 yrs	4 mths	do		
6144	July 20	18	Male	Single	Masturbation, .	2 do	The Overseers	8 yrs	2 mths	Improved		
6189	Sept. 22	31	Female	do	Unknown, .	6 do	Probate Court	8 yrs	2 mths	Not improved	do	
6196	Oct. 5	25	Male	do	Ill health, .	1 year	do	8 yrs	do	do		
6217	Nov. 6	40	Male	Married	Intemperance, .	4 days	The Overseers	7 yrs	11 mths	Improved		Homicidal.
6225	do 15	35	Female	do	Unknown, .	3 years	Private Bond	7 yrs	11 mths	Not improved		
1861												
6273	Feb. 12	65	Male	do	Epilepsy, .	3 do	Probate Court	7 yrs	6 mths	Epilepsy		Periodical
6301	Mar. 19	46	do	do	Unknown, .	1 week	Police Court	7 yrs	3 mths	Improved	Suicidal.	
6310	April 8	21	do	Single	Epilepsy, .	6 months	Probate Court	7 yrs	6 mths	Not improved	Hereditary.	
6325	May 4	62	Female	do	Spiritualism, .	1 year	Private Bond	7 yrs	5 mths	do		
6350	do 31	46	do	do	Epilepsy, .	1 do	Probate Court	7 yrs	4 mths	do		
6354	June 4	38	do	Married	Unknown, .	3 years	The Overseers	7 yrs	4 mths	do		
6382	July 4	40	do	do	do do	12 do	Probate Court	6 yrs	3 mths	Consumption		Periodical.
6390	do 18	46	Male	Single	do do	18 do	do	6 yrs	4 mths	Improved		do
6423	Aug. 23	60	Female	do	do do	90 do	Private Bond	7 yrs	1 mth	Discharged		

Case No.	Date	Sex	Marital Status	Domestic Affliction	Time	Probate Court	Time	Remains	Improved	Hereditary	Periodical
6448	Oct. 27	Female	Single	Unknown,	10 years	Probate Court	7 yrs	do	Improved	Hereditary.	Periodical.
6449	do 31	do	do	Disappointed ambition	10 do	do	6 yrs	do	do	do	do
6453	Dec. 2	Male	Married	Unknown,	14 years	The Overseers	6 yrs	do	do	do	do
6503	do 19	Female	do	do	7 do	Private Bond	8 yrs	do	do	do	do
6506	do 24	do	Single	do	4 do	Probate Court	6 yrs	do	do	do	do
1863											
6512	Jan. 8	Male	do	Epilepsy,	10 do	do	6 yrs	do	do	do	do
6557	Mar. 27	do	do	Unknown,	6 do	Private Bond	6 yrs	do	Not improved	do	do
6558	do 21	do	do	Epilepsy,	6 do	do	6 yrs	do	do	do	do
6580	do 24	do	Married	Ill health,	3 weeks	do	6 yrs	do	Improved	do	do
6581	do 26	do	do	Epilepsy,	10 years	do	6 yrs	do	Not improved	do	do
6583	May 2	Female	do	Unknown,	8 do	The Overseers	6 yrs	do	Improved	do	do
6591	do 22	Male	do	do	1 do	Private Bond	6 yrs	do	Not improved	do	do
6597	June 2	Female	Single	Epilepsy,	from birth	do	6 yrs	do	Improved	do	do
6603	do 10	do	Married	Turn of life,	2 years	Probate Court	6 yrs	do	do	do	do
6604	July 18	Male	do	Unknown,	9 do	do	6 yrs	do	Epilepsy	do	do
6633	do 21	do	Single	Epilepsy,	15 do	do	6 yrs	do	Not improved	do	do
6640	Aug. 1	do	do	Ill health,	8 do	do	6 yrs	do	do	do	do
6654	Oct. 2	do	Single	Unknown,	6 do	do	6 yrs	do	do	do	do
6683	Nov. 23	do	do	Fright,	25 do	The Overseers	6 yrs	do	Improved	do	do
6704	Dec. 19	do	do	Epilepsy,	1 month	Probate Court	6 yrs	do	Not improved	do	do
6707	do 22	Female	do	Unknown,	4 years	do	4 yrs	do	Improved	do	do
6709	do 23	do	Married	do	4 do	do	4 yrs	do	Improved	Suicidal.	Homicidal.
6710	do 23	do	Single	do	7 do	Private Bond	5 yrs	do	Not improved	do	do
1863											
6724	Jan. 20	Male	do	do	1 year	The Overseers	6 yrs	do	Improved	Hereditary.	Periodical.
6746	Mar. 3	Female	do	do	10 years	do	6 yrs	do	do	do	do
6748	do 5	Male	do	Intemperance,	2 do	Probate Court	6 yrs	do	do	Suicidal.	Homicidal.
6764	do 18	Female	Married	Gestation,	2 do	do	6 yrs	do	do	do	do
6777	May 6	Female	do	Unknown,	10 do	do	6 yrs	do	Not improved	do	do
6795	do 53	Male	do	do	Unknown	Private Bond	4 yrs	do	Improved	Hereditary.	do
6810	June 12	Female	Single	do	7 years	do	6 yrs	do	do	do	do
6812	do 17	Male	do	Epilepsy,	8 months	The Overseers	5 yrs	do	Not improved	do	do
6823	July 6	do	do	do	2 weeks	Probate Court	5 yrs	do	do	do	do
6828	do 31	do	Married	Loss of property,	4 months	do	6 yrs	do	Improved	Suicidal.	do
6833	Aug. 4	do	do	do	2 years	Private Bond	6 yrs	do	Not improved	Hereditary.	Periodical.
6847	do 24	Female	do	Puerperal,	1 year	do	6 yrs	do	Improved	do	do
6880	Oct. 5	Male	Single	Intemperance,	6 months	Probate Court	6 yrs	do	do	do	do

TABULAR VIEW—Continued.

No.	Time of when Admitted.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1863												
6889	Oct 24	68	Female	Widow	Old age.	2 months	Probate Court	4 yrs 2 mths	Discharged	Improved		
6896	do 31	50	do	Single	Masturbation,	20 years	do	4 yrs 11 mths	Remains	do		Homicidal.
6905	do 31	55	Male	do	Unknown,	3 weeks	do	4 yrs 10 mths	do	do		
6911	Dec. 2	44	do	do	do	20 years	Private Bond	4 yrs 10 mths	do	Not improved		
6912	do 4	27	Female	do	do	20 do	do	4 yrs 10 mths	do	do		
6915	do 5	28	Male	do	Hard study,	3 do	Board of S. C.	4 yrs 10 mths	do	do		
6919	do 12	37	Female	Widow	Ill health,	3 months	Private Bond	4 yrs 10 mths	do	Not improved		Periodical.
6920	do 15	45	do	Married	Hard work,	15 years	do	4 yrs 3 mths	Discharged	Improved		
6921	do 16	45	Male	do	Epilepsy,	14 do	The Overseers	3 yrs 9 mths	Died	Epilepsy		
6927	do 28	72	do	do	Old age,	2 months	Probate Court	4 yrs 8 mths	do	Paralysis	Suicidal.	
1864												
6938	Jan. 8	19	Female	Single	Unknown,	2 years	The Overseers	4 yrs 9 mths	Remains	Not improved		
6968	Mar. 5	40	do	Married	Ill health,	8 months	Probate Court	4 yrs 27 dys	Discharged	Improved		
6971	do 14	38	do	do	Unknown,	1 month	do	4 yrs 3 mths	do	do		
6977	do 21	35	Male	Single	do	10 years	do	4 yrs 1 mth	do	do		
6981	do 25	27	Female	Widow	Epilepsy,	2 do	do	4 yrs 6 mths	Remains	do		
6985	Apr 2	58	do	Married	Unknown,	17 do	Private Bond	4 yrs 6 mths	do	do		
7003	May 6	20	do	Single	do	6 do	Probate Court	4 yrs 1 mth	Discharged	do		
7008	do 11	40	Male	Married	Intemperance,	6 do	Private Bond	4 yrs 5 mths	Remains	do		
7010	do 12	16	do	Single	Epilepsy,	2 do	do	4 yrs 5 mths	do	Not improved		
7030	June 24	36	Female	Married	Unknown,	1 month	The Overseers	4 yrs 3 mths	do	Improved		
7036	July 5	26	do	do	Puerperal,	1 year	Probate Court	3 yrs 4 mths	do	do		
7045	do 13	31	do	Single	Unknown,	4 years	do	4 yrs 3 mths	do	do		
7053	do 20	35	do	do	Ill health,	10 do	The Overseers	4 yrs 1 mth	do	Not improved		
7060	do 30	21	Male	do	Masturbation,	3 weeks	Private Bond	4 yrs 2 mths	do	Improved		
7061	Aug. 1	55	do	do	do	22 years	do	4 yrs 2 mths	do	do		
7062	do 1	31	do	do	Ill health,	3 months	Probate Court	3 yrs 10 mths	Discharged	do		
7063	do 2	31	do	do	Epilepsy,	10 years	Private Bond	4 yrs 1 mth	Remains	do		
7064	do 4	20	Female	do	Ill health,	7 months	Probate Court	4 yrs 1 mth	do	Not improved		Periodical.
7068	do 9	45	do	do	Unknown,	14 years	Private Bond	4 yrs 1 mth	do	Improved	do	do
7069	do 10	43	do	Married	Ill health,	5 months	Probate Court	4 yrs 1 mth	do	do	Suicidal	

7100 Sept. 21	25	Female/Married	Turn of life,	3 years	Private Bond	4 yrs	9 yrs	Remains	Not improved	Periodical.
7111 Oct. 18	66	Male do	Unknown,	15 do	The O'neers	3 yrs	11	Discharged	Recovered	do
7112 do 19	24	Male do	Intemperance,	15 do	Private Bond	3 yrs	13	Remains	Improved	do
7113 do 21	43	Female Single	Unknown,	1 year	do	3 yrs	10	do	do	do
7123 do 29	28	Female Married	do	14 years	do	3 yrs	4	Discharged	Improved	do
7136 do 22	45	Male do	Ill health,	2 months	Probate Court	3 yrs	7	do	do	do
7173 do 21	43	Male Single	Unknown,	Unknown	Board of S. C.	3 yrs	4	do	do	do
7187 do 23	25	Female do	Ill health,	1 week	Probate Court	3 yrs	15	do	do	do
7145 Dec. 9	68	Female Married	Intemperance,	5 years	do	3 yrs	9	Remains	Not improved	do
7149 do 13	70	Female Widow	Unknown,	1 week	Private Bond	3 yrs	9	do	Improved	do
1865										
7163 Jan. 6	21	do Single	Injury of head,	5 years	Probate Court	3 yrs	8	do	Not improved	do
7165 do 11	48	Male do	Ill health,	1 month	The O'neers	3 yrs	8	do	do	do
7169 do 20	33	Female do	do	3 months	Probate Court	3 yrs	8	do	do	do
7173 do 26	45	Female do	Unknown,	4 years	do	3 yrs	8	do	do	do
7184 Feb. 22	26	Male Married	do	5 do	do	3 yrs	7	do	do	do
7188 do 24	20	Female Single	Ill health,	6 months	do	3 yrs	7	do	do	do
7196 Mar. 8	27	Male do	Epilepsy,	5 years	Private Bond	3 yrs	7	do	do	do
7221 April 19	32	do do	do	32 do	Probate Court	3 yrs	6	do	Improved	do
7225 do 24	40	Female Married	Intemperance,	2 months	The O'neers	3 yrs	6	do	Not improved	do
7227 do 28	30	do do	Puerperal,	6 do	Probate Court	3 yrs	5	do	do	do
7235 May 11	45	do Single	Unknown,	26 weeks	Private Bond	3 yrs	4	do	Improved	do
7238 do 17	40	Male do	Masturbation,	12 years	The O'neers	3 yrs	2	Discharged	do	do
7263 June 6	63	do do	Ill health,	3 months	Probate Court	3 yrs	9	Remains	do	do
7264 do 7	28	do Single	do	8 do	do	3 yrs	1	do	Not improved	do
7291 Aug. 5	69	do Married	Intemperance,	15 years	do	3 yrs	1	do	do	do
7294 do 9	17	do Single	Epilepsy,	24 do	do	3 yrs	1	do	do	do
7298 do 14	24	do do	Unknown,	3 do	do	3 yrs	1	do	do	do
7306 Sept. 1	70	do do	Ill health,	14 do	Private Bond	3 yrs	23	do	do	do
7313 do 7	30	Female Single	Unknown,	1 week	Probate Court	3 yrs	11	do	Improved	do
7341 Oct. 24	22	do do	Epilepsy,	5 years	do	2 yrs	11	do	do	do
7342 do 25	33	Male do	Ill health,	6 months	do	2 yrs	11	do	do	do
7356 Nov. 11	24	do do	Masturbation,	3 do	do	2 yrs	20	do	do	do
7367 do 24	41	do do	Paralysis,	2 weeks	do	2 yrs	11	do	Not improved	do
7375 Dec. 2	33	Female Single	Unknown,	4 do	do	2 yrs	6	Discharged	Improved	do
7376 do 2	27	do Married	Puerperal,	2 do	do	2 yrs	11	Remains	do	do
7384 do 8	65	do Single	Disappointment in love,	6 months	do	2 yrs	24	do	do	do
7387 do 9	26	do do	Intemperance,	1 month	Private Bond	2 yrs	9	do	do	do
7389 do 23	40	Male Married	Taking cold,	6 months	Probate Court	2 yrs	2	Died	Paralysis	do

TABULAR VIEW—Continued.

No.	Time of Admiss'n.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
7403	Jan. 8	28	Male	Single	Epilepsy,	4 months	The Overseers	2 yrs	8 mths	Not improved	Suicidal.	Homicidal.
7410	do 12	65	do	Married	do	10 years	Private Bond	2 yrs	8 mths	Improved	do	do
7421	do 27	60	do	do	Unknown,	6 months	Probate Court	2 yrs	8 mths	do	do	do
7425	Feb. 5	54	do	do	Ill health,	4 do	The Overseers	2 yrs	7 mths	do	do	do
7431	do 12	42	do	Single	Masturbation,	2 years	Probate Court	2 yrs	7 mths	do	do	do
7436	do 14	26	Female	do	do	3 do	Private Bond	2 yrs	7 mths	do	do	do
7446	Mar. 5	52	Male	Married	Paralysis,	3 weeks	Sup. Court	2 yrs	1 mth	Died	Hereditary.	do
7467	April 6	29	do	Single	Pecuniary trouble,	3 do	Private Bond	2 yrs	5 mths	Improved	do	Suicidal.
7481	May 4	32	do	do	Unknown,	3 do	do	1 yr	10 mths	Recovered	do	do
7482	do 5	33	Female	do	do	3 days	Probate Court	2 yrs	4 mths	Improved	do	do
7485	do 7	42	do	Single	Ill health,	20 years	do	2 yrs	4 mths	do	do	do
7488	do 11	39	Male	Married	Disease of brain,	1 year	do	1 yr	4 mths	Died	do	do
7491	do 14	16	Female	Single	Epilepsy,	5 years	do	2 yrs	4 mths	Paralysis	do	do
7494	do 17	35	Male	do	Unknown,	5 do	do	2 yrs	4 mths	Not improved	do	do
7502	do 29	45	Female	Widow	Death of husband,	5 do	do	1 yr	6 mths	Improved	do	do
7504	June 3	26	Male	Single	Unknown,	3 weeks	The Overseers	1 yr	10 mths	Cong. of brain	Hereditary.	do
7506	do 6	60	do	Married	Intemperance,	8 months	Probate Court	1 yr	11 mths	Improved	do	do
7507	do 6	50	do	do	Ill health,	3 do	Sup. Court	2 yrs	3 mths	do	do	do
7508	do 7	29	Female	Single	Congenital,	16 years	The Overseers	2 yrs	3 mths	do	do	do
7509	do 9	36	Male	do	Ill health,	1 year	Probate Court	2 yrs	3 mths	do	do	do
7510	do 9	76	Female	do	do	27 years	do	2 yrs	3 mths	do	do	do
7515	do 12	40	Male	do	Paralysis,	7 months	do	1 yr	11 mths	do	do	do
7517	do 15	43	do	do	Ill health,	3 weeks	do	2 yrs	3 mths	Not improved	do	do
7524	do 20	24	do	do	Masturbation,	1 month	Private Bond	2 yrs	3 mths	Improved	do	do
7532	do 29	23	Female	do	Epilepsy,	7 years	Probate Court	1 yr	4 mths	Discharged	do	do
7536	do 30	50	do	do	Unknown,	6 do	do	2 yrs	28 mths	do	do	do
7538	July 1	52	Male	do	Intemperance,	10 do	do	2 yrs	3 mths	do	do	do
7550	do 12	61	do	Married	Pecuniary trouble,	3 do	Private Bond	2 yrs	1 mth	do	do	do
7568	Aug. 2	73	do	Widow	Old age,	1 year	The Overseers	2 yrs	1 mth	Not improved	do	do
7571	do 7	63	Female	Widow	Domestic trouble,	3 years	Probate Court	1 yr	10 mth	Improved	do	do
7579	do 15	35	Male	Single	Ill health,	1 week	do	1 yr	10 mth	do	do	do
7583	do 22	21	Female	do	Unknown,	6 months	do	9 yrs	do	do	do	do

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TABULAR VIEW—Continued.

No.	Time of Admiss n.	Age when admit- ted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1867												
7730	Feb. 28	40	Male	Single	Ill health, . .	1 week	Probate Court	1 yr	7 mths	Remains	Improved	
7731	Mar. 1	67	Female	Widow	Unknown, . .	3 months	Private Bond	7 mths	8 dys	Discharged	Recovered	Periodical.
7735	do 6	65	Male	Married	Paralysis, . .	18 do	Probate Court	1 yr	6 mths	Remains	Not improved	Homicidal.
7740	do 13	48	do	do	Unknown, . .	3 years	do	1 yr	6 mths	do	Improved	
7746	do 27	40	do	do	Ill health, . .	2 weeks	do	1 yr	5 dys	Discharged	Recovered	
7747	do 27	56	Female	do	do	5 years	The Overseers	1 yr	6 mths	Remains	Not improved	Hereditary.
7753	April 1	55	do	do	Domestic trouble, . .	2 do	Probate Court	11 mths	13 dys	Discharged	do	
7754	do 1	36	do	Widow	Ill health, . .	10 months	do	1 yr	6 mths	Remains	Improved	Suicidal.
7756	do 1	30	Male	Single	Masturbation, . .	10 do	do	11 mths	19 dys	Discharged	do	
7760	do 8	58	Female	Widow	Puerperal, . .	25 years	Private Bond	1 yr	5 mths	Remains	do	
7761	do 9	57	Male	Married	Epilepsy, . .	29 do	The Overseers	1 yr	2 mths	Discharged	Not improved	
7762	do 10	37	Female	Single	Religious excitement, . .	4 do	Probate Court	1 yr	2 mths	Discharged	Improved	Periodical.
7768	do 18	48	Male	Married	Masturbation, . .	12 do	Private Bond	7 mths	22 dys	do	Recovered	
7770	do 25	29	Female	Single	Unknown, . .	15 do	Probate Court	6 mths	23 dys	do	Improved	
7771	do 26	50	Male	Married	Ill health, . .	2 do	do	1 yr	5 mths	Remains	Not improved	
7772	do 27	53	do	Single	Unknown, . .	20 do	do	6 mths	18 dys	Discharged	Improved	Homi. and do
7773	do 30	42	do	Married	Intemperance, . .	1 week	do	8 mths	do	do	Recovered	do
7775	May 2	26	do	Single	Masturbation, . .	1 month	do	do	do	do	Improved	do
7777	do 2	47	Female	do	Domestic affliction, . .	15 years	do	1 year	do	do	Recovered	do
7780	do 7	52	Male	Widow	Domestic trouble, . .	12 do	Private Bond	10 mths	28 dys	do	do	do
7781	do 8	36	do	Married	Intemperance, . .	1 month	Probate Court	1 yr	4 mths	Remains	Not improved	Suicidal.
7783	do 10	50	do	do	do	12 years	do	1 yr	1 mth	Discharged	do	
7784	do 10	45	do	Single	Masturbation, . .	9 do	The Overseers	1 yr	4 mths	Remains	do	
7785	do 10	33	Female	Married	Domestic affliction, . .	8 do	Private Bond	9 mths	4 dys	Discharged	Improved	Hereditary.
7786	do 10	39	Male	do	Intemperance, . .	6 do	Probate Court	1 yr	3 mths	do	do	
7790	do 13	57	do	Single	Unknown, . .	1 week	Private Bond	11 mths	11 dys	do	do	do
7791	do 14	47	Female	do	Ill health, . .	8 years	do	1 yr	4 mths	Remains	do	
7793	do 16	78	do	do	Old age, . .	6 do	do	1 yr	4 mths	do	do	do
7794	do 17	45	do	Married	Turn of life, . .	6 months	do	1 yr	6 dys	Discharged	Not improved	do
7795	do 17	35	Male	Single	Fever, . .	3 years	Private Bond	10 mths	4 mths	Remains	Improved	
7796	do 18	48	Female	Married	Turn of life, . .	4 weeks	Private Bond	10 mths	14 dys	Discharged	do	
7798	do 21	73	Male	Single	Unknown, . .	63 years	do	1 yr	4 mths	Remains	Not improved	Suicidal.
7799	do 23	55	Female	Widow	Old age, . .	4 do	The Overseers	1 yr	4 mths	do	do	

7MAY	36	Female	Married	Turn of life,	6 weeks	Probate Court	5 mths	4 days	Discharged	Recovered	Hereditary.
7865	1	do	do	Ill health,	4 months	do	10 mths	18 days	do	do	do
7867	1	do	do	Puerperal,	1 week	do	4 mths	20 days	do	Improved	do
7812	5	Male	do	Unknown,	2 months	do	4 mths	20 days	do	do	do
7813	6	do	do	do	9 do	Private Bond	1 yr	3 mths	Remains	Not improved	do
7814	6	Female	Single	do	10 years	The Overseers	1 yr	3 mths	do	do	do
7816	11	Male	Married	Intemperance,	1 month	Probate Court	9 mths	6 days	Discharged	Recovered	do
7817	11	Female	do	Ill health,	10 months	do	10 mths	3 mths	Remains	Improved	do
7818	12	do	Single	Masturbation,	5 years	The Overseers	10 mths	3 mths	Discharged	do	do
7820	13	Male	Widower	Ill health,	1 week	do	2 mths	18 days	do	do	do
7822	24	do	Single	Epilepsy,	6 months	Probate Court	3 mths	7 days	do	do	do
7829	26	Female	Widow	Ill health,	4 years	do	8 mths	18 days	do	do	do
7830	29	Male	Single	Masturbation,	2 months	do	3 mths	12 days	do	Recovered	do
7832	29	Female	Widow	Old age.	1 year	do	10 mths	12 days	Died	Paralysis	do
7837	July	Male	Single	Masturbation,	14 years	do	8 mths	27 days	Discharged	Recovered	do
7839	2	do	do	do	2 months	do	1 yr	2 mths	Remains	Not improved	do
7843	6	Female	do	Epilepsy,	2 do	do	3 mths	8 days	Discharged	Improved	do
7844	9	do	Widow	Spinal disease,	5 weeks	do	4 mths	13 days	do	Recovered	do
7845	10	do	do	Unknown,	14 years	do	1 yr	2 mths	Remains	Improved	do
7846	10	do	Married	Ill health,	2 months	do	1 yr	2 mths	do	do	do
7847	10	Male	do	Fall,	2 do	do	3 mths	19 days	Died	Paralysis	do
7848	10	Female	Single	Intemperance,	1 year	do	4 mths	16 days	Discharged	Improved	do
7849	10	do	Married	Injury to head,	3 weeks	Private Bond	1 yr	2 mths	Remains	do	do
7852	12	do	do	Ill health,	11½ years	do	4 mths	20 days	Discharged	Recovered	do
7854	13	do	Single	Unknown,	7 do	The Overseers	1 yr	2 mths	Remains	Improved	do
7855	18	do	do	Puerperal,	2 weeks	Probate Court	4 mths	10 days	Discharged	do	do
7856	26	Male	do	Ill health,	4 years	do	5 mths	10 days	do	do	do
7857	26	Female	do	Unknown,	1 week	do	10 mths	20 days	do	Recovered	do
7858	26	do	Married	do	1 do	do	4 mths	20 days	do	do	do
7859	27	do	do	do	10 years	Private Bond	8 mths	26 days	do	do	do
7860	29	do	do	Ill health,	1 year	Probate Court	1 yr	2 mths	Remains	Improved	do
7861	29	do	do	Turn of life,	4 years	do	1 yr	2 mths	do	Not improved	do
7865	31	do	Widow	Old age,	7 months	do	1 yr	2 mths	do	do	do
7867	Aug.	Male	Single	Intemperance,	18 do	do	8 mths	1 mth	Discharged	Improved	do
7868	2	do	Married	Paralysis,	6 years	do	1 yr	1 mth	Died	Paralysis	do
7870	3	Female	do	do	5 do	do	3 mths	9 days	Discharged	Improved	do
7871	3	do	Single	Turn of life,	1 week	do	1 yr	1 mth	Remains	Not improved	do
7872	6	Male	do	Ill health,	2 weeks	do	4 mths	26 days	Discharged	Recovered	do
7874	12	do	do	Epilepsy,	3 do	The Overseers	3 mths	25 days	do	do	do

Periodical.

Suicidal.

do

do

Homicidal and Suicidal.

do

do

Homicidal.



TABULAR VIEW—Continued.

No.	Time of Admiss'n.	Age when admitt- ed.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal Hereditary	Homicidal Periodical.
7875	1867 Aug. 12	40	Male	Single	Unknown, .	Unknown	Probate Court	2 mths 14 dys	Discharged	Improved		
7876	do 13	22	Female	do	do	2 months	do	4 mths 23 dys	do	do		
7877	do 14	24	Male	do	Intemperance, .	3 do	Board of S. C.	1 yr 1 mth	Remains	Not improved		
7878	do 14	27	Female	Married	Turn of life, .	3 do	Probate Court	1 yr 1 mth	do	do		
7879	do 15	24	Male	Single	Disappointment in love, .	6 weeks	Private Bond	3 mths 28 dys	Discharged	Improved		
7880	do 17	36	Female	Married	Puerperal, .	2 do	do	1 yr 1 mth	Remains	do		do
7881	do 19	53	do	Widow	Turn of life, .	2 do	Probate Court	1 yr 1 mth	do	Not improved		
7882	do 19	34	Male	Married	Intemperance, .	4 years	do	1 yr 1 mth	do	do		
7883	do 21	30	do	Single	do	6 months	The Overseers	8 mths 22 dys	Discharged	Improved		do
7885	do 22	25	Female	Married	Ill health, .	3 weeks	Private Bond	5 mths 16 dys	do	Recovered		
7886	do 23	35	Male	do	Intemperance, .	1 week	Probate Court	1 yr 1 mth	Remains	Improved		
7887	do 24	38	Female	do	Unknown, .	1 do	do	1 yr 1 mth	do	do		
7888	do 28	28	do	Single	Ill health, .	6 months	do	8 mths 12 dys	Discharged	do		
7889	do 30	18	do	do	Sun stroke, .	7 weeks	do	7 mths 23 dys	do	Recovered	Suicidal.	
7890	Sept. 2	40	do	Widow	Domestic affliction, .	1 year	do	10 mths	do	Improved		
7892	do 5	40	do	Married	do	1 do	do	1 mth 4 dys	do	Recovered		
7893	do 8	55	do	do	Ill health, .	2 weeks	do	1 mth	do	do	Hereditary and Suicidal.	do
7894	do 10	42	Male	Single	Spiritualism, .	2 do	do	29 dys	Died	Exhaustion		
7895	do 16	58	Female	Widow	Domestic affliction, .	6 do	Private Bond	6 mths 16 dys	Discharged	Not improved		
7896	do 16	38	do	Married	Ill health, .	4 years	The Overseers	1 yr 15 dys	Remains	do		
7897	do 19	40	Male	Single	Unknown, .	1 month	Board of S. C.	7 mths 8 dys	Discharged	Recovered	Hereditary.	Homicidal.
7898	do 19	29	do	do	Intemperance, .	4 years	Probate Court	1 yr 12 dys	Remains	Not improved		
7899	do 24	31	Female	Married	Old age, .	3 do	Private Bond	7 mths 21 dys	Discharged	Improved	do	do
7900	do 24	31	Female	Single	Unknown, .	6 months	Probate Court	1 yr 7 dys	Remains	Not improved		
7901	do 28	25	Male	do	Masturbation, .	2 years	Private Bond	5 mths 27 dys	Discharged	Improved		
7902	do 29	39	do	Widower	do	14 do	Probate Court	1 mth	do	do		
7903	Oct. 1	54	do	Married	Intemperance, .	10 months	do	1 yr	Remains	Not improved		
7904	do 1	19	Female	do	Ill health, .	19 do	do	1 yr	do	Improved		
7905	do 1	32	do	do	Masturbation, .	4 do	do	1 yr	do	do		
7906	do 1	32	do	do	Puerperal, .	4 do	do	do	do	do		
7908	do 1	22	Male	Single	Epilepsy, .	9 do	do	6 mths 12 dys	Discharged	do		do
7907	do 3	50	do	Married	Intemperance, .	2 weeks	do	7 mths 3 dys	do	Recovered		do
7908	do 3	28	Female	do	Unknown, .	13 years	The Overseers	8 mths 21 dys	do	Improved		Periodical.
7909	do 8	30	do	do	Domestic trouble, .	4 do	Probate Court	5 mths 24 dys	do	Recovered		

7010 Oct.	24	Female	Single	Ill health.	1 week	Probate Court	7 mths	Discharged	Not improved	Periodical.
7011 do	8	do	do	Intemperance.	1 month	do	14 dys	do	Improved	
7012 do	10	do	Widow	do	2 months	do	2 mths 28 dys	do	Recovered	
7013 do	14	do	Married	Ill health.	4 weeks	do	11 mths 18 dys	Remains	Improved	
7014 do	14	do	Single	Unknown.	2 years	Private Bond	1 mth 2 dys	Discharged	do	
7015 do	19	do	do	Amenorrhoea.	3 weeks	The Overseers	11 mths 13 dys	Remains	do	
7016 do	19	Male	do	Masturbation.	4 months	Sup. Court.	10 dys	Discharged	Not improved	
7017 do	24	do	do	Intemperance.	2 weeks	Probate Court	11 mths 8 dys	Remains	do	
7018 do	26	Female	do	Unknown.	3 years	The Overseers	11 mths 6 dys	do	Improved	
7019 do	28	Male	Married	Epilepsy.	2 weeks	do	1 mth 15 dys	Discharged	do	
7020 do	31	do	do	do	1 week	Private Bond	21 dys	do	do	do
7021 Nov.	1	Female	Single	Ill health.	2 months	Probate Court	6 dys	Died	Suicide	Hereditary.
7022 do	2	do	Married	Turn of life.	2 months	Probate Court	29 dys	Remains	Not improved	Suicidal.
7023 do	2	Male	Single	Ill health.	14 years	The Overseers	29 dys	Discharged	Improved	
7024 do	4	do	do	Religious excitement.	8 weeks	Private Bond	4 mths 27 dys	do	Recovered	
7025 do	6	do	Married	Masturbation.	2 years	Private Bond	4 mths 28 dys	do	do	
7026 do	7	do	do	Intemperance.	10 do	Private Bond	6 mths 16 dys	do	do	do
7027 do	7	Female	Single	Ill health.	12 do	do	1 mth 24 dys	do	do	
7028 do	8	do	Married	Intemperance.	1 day	Probate Court	7 mths 26 dys	do	do	Hereditary.
7029 do	8	do	Single	Domestic affliction.	1 month	do	7 mths 23 dys	do	Improved	do
7030 do	9	Male	do	Unknown.	6 months	do	6 mths 16 dys	do	do	do
7031 do	9	do	Married	Intemperance.	2 years	do	4 mths 23 dys	do	do	Homocidal.
7032 do	9	do	do	Domestic affliction.	3 weeks	do	1 mth 24 dys	do	do	
7033 do	9	Female	do	do trouble.	3 months	do	19 dys	Died	Exhaustion	Suicidal.
7034 do	11	Male	do	Intemperance.	1 month	do	23 dys	Discharged	Recovered	Hereditary.
7035 do	11	do	do	Epilepsy.	3 years	The Overseers	5 mths 9 dys	Died	Epilepsy	
7036 do	18	Female	do	Turn of life.	1 month	Private Bond	1 mth 23 dys	Discharged	Improved	do
7037 do	20	do	Widow	Unknown.	1 do	Probate Court	2 mths 6 dys	do	Recovered	do
7038 do	22	do	Married	Turn of life.	2 weeks	Private Bond	1 mth 8 dys	do	do	
7039 do	23	do	do	Ill health.	1 week	Probate Court	7 mths 10 dys	do	do	
7040 do	25	do	do	do	2 years	do	10 mths 8 dys	Remains	Not improved	
7041 Dec.	2	do	Single	Unknown.	20 do	Private Bond	10 mths 5 dys	do	Improved	do
7042 do	3	do	do	Scrofula.	3 weeks	Probate Court	28 dys	Discharged	do	
7043 do	3	Male	do	Masturbation.	1 year	do	4 mths 16 dys	do	do	
7044 do	6	do	Married	Epilepsy.	3 months	do	9 mths 28 dys	Remains	do	do
7045 do	6	do	do	Hard work.	1 week	Private Bond	1 mth 13 dys	Discharged	Recovered	Suicidal.
7046 do	7	Female	Married	Ill health.	3 weeks	Probate Court	8 mths 29 dys	Remains	Improved	
7047 do	9	Male	Widower	Injury to head.	1 month	do	29 dys	Discharged	Recovered	Heredit. and Periodical.
7048 do	10	do	Married	Old age.	1 do	The Overseers	3 dys	do	Not improved	do
7049 do	21	do	Single	Unknown.	1 week	Private Bond	3 mths 3 dys	do	Recovered	

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Subsidiary Hereditary.	Homicidal Periodical.
1867												
7949	Dec. 11	73	Female	Widow	Old age,	1 year	Private Bond	9 mths 21 dys	Remains	Not improved		
7950	do 16	62	do	Single	Ill health,	8 months	Probate Court	4 dys	Discharged	Improved		
7951	do 17	24	do	do	do	2 years	do	5 mths 6 dys	do	do		
7952	do 18	18	do	do	Masturbation,	3 months	do	3 mths 22 dys	do	Recovered	Hereditary.	
7953	do 20	39	Male	Married	Intemperance,	3 weeks	do	5 mths 12 dys	do	do	Suicidal.	
7954	do 20	42	do	do	Unknown,	6 months	Sup. Court	9 mths 12 dys	Remains	Improved		Homicidal.
7955	do 23	26	do	Single	Masturbation,	1 year	The Overseers	6 mths 20 dys	Discharged	Recovered		
7956	do 23	70	Female	Widow	Hard work,	2 weeks	Probate Court	4 mths 11 dys	do	Improved		
7957	do 24	34	Male	Single	Epilepsy,	27 years	Private Bond	9 mths 8 dys	Remains	do		
7958	do 27	54	Female	do	Spiritualism,	6 do	Sup. Court	9 mths 5 dys	do	do		
7959	do 27	34	Male	do	Loss of property,	6 months	Probate Court	4 mths 3 dys	Discharged	do		Periodical.
7960	do 28	70	do	Married	Paralysis,	1 month	do	1 mth 29 dys	do	do	do	
7961	do 28	38	do	Single	Injury to head,	15 years	do	3 mths 2 dys	do	Recovered		do
7962	do 31	20	do	do	Epilepsy,	3 do	do	2 mths 19 dys	do	Improved		
7963	do 31	30	Female	Married	Injury to head,	1 month	Private Bond	2 mths 8 dys	do	Not improved		
7964	do 31	23	Male	Single	Masturbation,	3 weeks	Probate Court	9 mths 1 dy	Remains	Improved	do	
1868												
7965	Jan. 4	25	do	do	Intemperance,	1 week	do	2 mths 28 dys	Discharged	Not improved	do	Homicidal.
7966	do 4	55	Female	do	Unknown,	2 weeks	do	4 mths 25 dys	do	Recovered		
7967	do 6	50	Male	do	do	Unknown	do	6 mths 20 dys	do	Not improved		
7968	do 6	63	Female	do	Scrofula,	6 months	Private Bond	2 mths 24 dys	Died	Exhaustion	do	
7969	do 7	37	Male	do	Unknown,	1 week	Probate Court	8 mths 25 dys	Remains	Not improved		Periodical.
7970	do 8	68	do	Married	Ill health,	24 years	Private Bond	13 dys	Discharged	Recovered	do	Homicidal.
7971	do 8	38	do	do	Intemperance,	1 year	Probate Court	1 mth 14 dys	do	do		Periodical.
7972	do 9	45	do	Single	Opium eating,	16 years	Private Bond	7 mths 6 dys	do	Improved	Hereditary.	
7973	do 11	43	do	Married	Paralysis,	24 years	Probate Court	8 mths 21 dys	Remains	Not improved		do
7974	do 14	63	Female	Widow	Domestic affliction,	6 months	Private Bond	8 mths 18 dys	do	Improved		
7975	do 15	66	Male	Married	Ill health,	1 month	Private Bond	4 mths 17 dys	Died	Hepatitis	Suicidal.	
7976	do 18	45	Female	Widow	do	1 week	do	6 mths 14 dys	Discharged	Recovered		do
7977	do 20	26	Male	Single	Intemperance,	7 weeks	Probate Court	1 mth 24 dys	do	Improved		do
7978	do 21	53	do	Married	Injury to head,	12 years	do	2 mths 4 dys	do	Not improved		do
7979	do 21	63	do	do	Ill health,	1 week	do	2 mths 4 dys	do	Recovered		do
7980.	do 24	47	do	Single	Unknown,	1 month	Private Bond	4 mths 11 dys	do	do	Hereditary.	

7981	7982	7983	7984	7985	7986	7987	7988	7989	7990	7991	7992	7993	7994	7995	7996	7997	7998	7999	8000	8001	8002	8003	8004	8005	8006	8007	8008	8009	8010	8011	8012	8013	8014	8015	8016	8017	8018	8019		
Jan.	do	do	do	do	do	do	Feb.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Mar.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
Male	do	do	do	do	do	do	Female	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Male	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
Married	Single	Married	Single	do	do	do	Married	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
Pecuniary trouble,	Masturbation,	Old age,	Epilepsy,	Unknown,	do	Paralysis,	Domestic affliction,	Ill health,	Old age,	do	Epilepsy,	Ill health,	Turn of life,	do	do	Domestic affliction,	Loss of property,	Intemperance,	Scarlet fever,	Intemperance,	Unknown,	do	Puerperal,	do	Ill health,	Pecuniary trouble,	Intemperance,	Ill health,	Epilepsy,	Ill health,	Paralysis,	Ill health,	Intemperance,	Ill health,	Unknown,	do	Turn of life,	Abscess in brain,		
1 week	2 years	3 do	3 do	6 do	do	1 year	1 month	2 months	4 do	3 do	4 years	3 months	2 years	3 weeks	2 months	2 do	4 do	1 week	6 months	1 month	10 years	Unknown	3 weeks	1 month	6 months	1 day	From inf.	7 years	1 year	2 weeks	1 year	3 months	3 years	1 month	3 days	2 years	2 weeks	35 years		
Probate Court	Private Bond	Probate Court	Private Bond	do	do	do	Probate Court	do	Private Bond	do	Probate Court	Private Bond	Probate Court	do	do	Private Bond	do	Private Court	do	Private Bond	Sup. Court	do	Private Bond	Probate Court	do	do	do	do	do	do	do	Private Bond	Probate Court	do	do	The Overseers	Private Bond	Probate Court		
8 mths	1 mth	5 mths	6 mths	8 mths	9 mths	3 mths	4 mths	1 mth	1 mth	3 mths	5 mths	3 mths	7 mths	3 mths	1 mth	3 mths	7 mths	1 mth	3 mths	7 mths	3 mths	7 mths	7 mths	6 mths	6 mths	6 mths	6 mths	6 mths	6 mths	6 mths	6 mths	6 mths	6 mths	2 mths	6 mths	6 mths	3 mths	6 mths		
Remains	Discharged	Died	Discharged	Remains	Died	Discharged	Remains	do	do	Remains	Discharged	do	Remains	do	Discharged	do	Remains	Discharged	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	
Not improved	Improved	Paralysis	Improved	Improved	do	Recovered	do	do	do	Improved	do	do	Recovered	Improved	do	Recovered	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	
Periodical.	Homicidal.	Periodical.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1868												
8020	Mar. 23	38	Male	Married	Intemperance,	1 week	Probate Court	6 mth	20 dys	Recovered	Suicidal and Homicidal. Hereditary.	do
8021	do 24	42	Female	do	Ill health,	14 years	do	8 dys	Remains	Improved		
8022	do 24	58	Male	do	Tumor of the eye,	4 do	Private Bond	15 dys	Died	Paralysis	do	do
8023	do 25	38	do	Widower	Intemperance,	2 weeks	Probate Court	6 mths	7 dys	Improved	do	do
8024	do 26	21	Female	Single	Epilepsy,	1 year	do	6 mths	6 dys	do	do	do
8025	do 27	48	do	Widow	Ill health,	2 weeks	do	3 mths	5 dys	Recovered	do	do
8026	April 1	40	do	Single	Epilepsy,	12 years	do	6 mths	5 dys	Improved	do	do
8027	do 1	35	do	Married	Unknown,	2 do	do	6 mths	do	do	do	do
8028	do 1	23	do	Single	do	2 do	do	6 mths	do	Not improved	do	do
8029	do 1	44	Male	Married	Paralysis,	14 do	do	6 mths	do	Improved	do	do
8030	do 1	44	Female	do	Ill health,	3 months	do	6 mths	do	Not improved	do	do
8031	do 1	44	do	do	do	4 years	do	1 mth	22 dys	Improved	do	do
8032	do 1	45	Male	do	Domestic affliction,	6 months	do	6 mths.	29 dys	Not improved	do	do
8033	do 2	33	Female	do	Ill health,	3 days	do	5 mths	23 dys	Improved	do	do
8034	do 2	30	Male	do	Intemperance,	3 months	do	4 mths	23 dys	Recovered	do	do
8035	do 2	30	Female	Single	Ill health,	1 week	do	2 mths	14 dys	Improved	do	do
8036	do 2	44	Male	do	Domestic trouble,	6 months	Private Bond	5 mths	29 dys	Not improved	do	do
8037	do 7	29	Female	Married	Puerperal,	2 weeks	Probate Court	5 mths	24 dys	Improved	do	do
8038	do 8	45	Male	do	Unknown,	1 year	do	5 mths	23 dys	do	do	do
8039	do 8	45	Female	do	do	1 do	do	5 mths	23 dys	do	do	do
8040	do 8	35	Male	Single	Injury to head,	3 months	do	5 mths	23 dys	Not improved	do	do
8041	do 9	40	do	Married	Unknown,	10 years	The Overseers	5 mths	22 dys	do	do	do
8042	do 11	45	do	do	do	2 weeks	Probate Court	5 mths	20 dys	Improved	do	do
8043	do 15	35	do	do	Epilepsy,	18 years	do	5 mths	16 dys	Not improved	do	do
8044	do 15	38	Female	do	do	94 do	do	3 mths	16 dys	Epilepsy	Hereditary and Suicidal.	do
8045	do 15	39	do	Married	Unknown,	3 months	Private Bond	5 mths	16 dys	Improved	do	do
8046	do 15	59	do	Widow	Domestic affliction,	9 do	do	5 mths	16 dys	do	do	do
8047	do 17	65	do	do	Ill health,	3 do	do	5 mths	14 dys	do	do	do
8048	do 18	71	do	do	Old age,	3 do	The Overseers	5 mths	14 dys	Exhaustion	Hereditary and Periodical.	do
8049	do 20	40	do	Married	Unknown,	1 week	Probate Court	4 mths	11 dys	Recovered	do	do
8050	do 20	53	Male	do	do	1 do	Private Bond	2 mths	11 dys	Improved	do	do
8051	do 20	34	do	Single	Disappointment in love,	1 do	do	16 dys	do	Recovered	do	do
8052	do 20	56	do	Married	Paralysis,	3 years	Probate Court	5 mths	11 dys	Not improved	Homicidal.	do



TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1868												
8091	June 10	28	Female	Married	Ill health, . .	3 years	Probate Court	2 mths	Discharged	Not improved	Hereditary.	
8092	do 10	28	Male	do	Use of tobacco, .	1 week	do	3 mths	do	Recovered	do	
8093	do 11	37	do	Single	Masturbation, .	1 year	do	3 mths	Remains	Not improved	do	
8094	do 12	66	Female	Married	Paralysis, . .	12 years	Private Bond	1 mth	Discharged	Improved	Suicidal.	
8095	do 13	41	do	Single	Turn of life, . .	7 years	Probate Court	3 mths	Remains	do	do	
8096	do 16	31	do	do	Unknown, . .	6 months	do	3 mths	15 dys	do	do	
8097	do 16	22	Male	do	Masturbation, .	3 do	do	3 mths	15 dys	do	do	
8098	do 16	50	do	do	Intemperance, .	1 week	do	15 dys	Died	Not improved	do	
8099	do 17	25	Female	Married	Puerperal, . .	2 weeks	do	2 mths	5 dys	Apoplexy	do	
8100	do 17	60	do	Widow	Old age, . .	9 months	do	3 mths	14 dys	Consumption	do	
8101	do 18	52	do	Single	Disappointment in love, .	8 years	Board of S. C.	3 mths	13 dys	Improved	do	
8102	do 19	36	Male	do	Unknown, . .	14 do	Probate Court	3 mths	12 dys	do	Hereditary.	
8103	do 20	44	do	do	Intemperance, .	1 week	do	3 mths	11 dys	Not improved	do	
8104	do 20	26	Female	do	Unknown, . .	1 do	do	3 mths	11 dys	Improved	do	
8105	do 20	23	Male	do	Intemperance, .	1 do	do	2 mths	5 dys	Recovered	do	and Suicidal.
8106	do 20	25	do	do	do	1 do	do	1 mth	Discharged	do	do	
8107	do 24	22	do	Married	Unknown, . .	3 months	The Overseers	3 mths	7 dys	Not improved	do	
8108	do 24	26	Female	do	Puerperal, . .	1 month	do	3 mths	7 dys	Improved	do	do
8109	do 24	31	Male	Single	Masturbation, .	1 year	Probate Court	3 mths	7 dys	do	do	Homicidal.
8110	do 25	61	Female	do	Unknown, . .	5 months	Private Bond	3 mths	6 dys	do	do	
8111	do 26	66	do	do	do	2 do	Probate Court	3 mths	5 dys	do	do	
8112	do 27	21	Male	do	do	6 years	do	3 mths	4 dys	do	do	do
8113	do 27	32	Female	Widower	do	Unknown	Sup. Court	1 mth	4 dys	Not improved	do	
8114	do 29	43	do	Married	Turn of life, . .	6 months	Probate Court	3 mths	2 dys	Improved	Periodical.	
8115	do 29	40	do	do	do	3 years	Private Bond	3 mths	2 dys	do	do	
8116	do 30	22	Male	Single	Masturbation, .	1 month	Probate Court	1 mth	25 dys	do	do	
8117	July 1	48	do	Married	Unknown, . .	1 do	Board of S. C.	3 mths	3 mths	Not improved	Suicidal.	
8118	do 1	34	Female	Widow	do	Unknown	do	3 mths	do	do	Hereditary and	do
8119	do 1	45	do	do	do	10 months	Probate Court	3 mths	do	Improved	do	
8120	do 1	26	do	Single	do	6 weeks	do	3 mths	do	Not improved	do	
8121	do 1	65	do	do	do	1 month	Private Bond	3 mths	do	Improved	do	
8122	do 2	32	Male	do	do	6 years	do	2 mths	30 dys	Not improved	do	

8123	July	30	Male	Married	Injuries in the army,	6 years	The Overseers	2 mths 29 dys	Discharged	Improved	Hereditary and Suicidal.
8124	do	21	do	Single	Masturbation,	2 months	do	2 mths 24 dys	Remains	Not improved	do
8125	do	29	do	Married	Domestic trouble,	1 year	Probate Court	2 mths 28 dys	do	Improved	do
8126	do	30	Female	Single	Disappointment in love,	3 months	do	2 mths 12 dys	Discharged	Recovered	Periodical.
8127	do	3	do	do	Unknown,	6 do	Private Bond	2 mths 12 dys	do	do	do
8128	do	4	Male	do	do	Unknown	do	2 mths 28 dys	Remains	Not improved	do
8129	do	6	do	do	Masturbation,	6 months	do	2 mths 28 dys	do	do	do
8130	do	6	do	do	do	3 weeks	Probate Court	3 mths	Discharged	Recovered	do
8131	do	7	do	Married	Intemperance,	11 years	Private Bond	1 mth 28 dys	do	do	do
8132	do	7	do	do	Unknown,	2 months	Probate Court	1 mth 19 dys	do	do	do
8133	do	8	Female	Single	do	1 month	do	1 mth 21 dys	do	do	do
8134	do	11	do	do	Fever,	3 years	do	2 mths 21 dys	Remains	Improved	do
8135	do	14	do	Married	Unknown,	1 month	do	2 mths 18 dys	do	do	do
8136	do	15	do	do	do	2 years	do	2 mths 17 dys	do	do	do
8137	do	15	Male	Single	do	Unknown	do	2 mths 17 dys	do	do	do
8138	do	18	Female	Married	Paralysis,	4 years	Private Bond	2 mths 17 dys	do	do	do
8139	do	20	Female	Widow	Unknown,	3 do	Probate Court	2 mths 14 dys	do	do	do
8140	do	20	Male	Married	Intemperance,	6 months	do	2 mths 12 dys	do	do	do
8141	do	20	do	Single	Sun stroke,	10 years	The Overseers	2 mths 12 dys	do	do	do
8142	do	20	do	Married	Intemperance,	3 do	Probate Court	2 mths 12 dys	do	do	do
8143	do	21	do	Widow	Unknown,	2 do	do	2 mths 11 dys	do	do	do
8144	do	21	do	Single	Sun stroke,	1 week	do	1 mth 11 dys	Discharged	Recovered	do
8145	do	21	Female	Married	Puerperal,	30 years	Private Bond	2 mths 11 dys	Remains	Not improved	Suicidal.
8146	do	22	Male	Widow	Unknown,	2 weeks	Probate Court	2 mths 10 dys	do	Improved	do
8147	do	22	do	Single	do	1 week	do	1 mth 6 dys	Discharged	Recovered	do
8148	do	23	do	do	do	1 month	do	2 mths 8 dys	Remains	Improved	do
8149	do	24	do	do	do	2 weeks	do	2 mths 8 dys	do	Not improved	do
8150	do	27	do	Married	Domestic affliction,	3 months	do	2 mths 3 dys	do	Improved	do
8151	do	29	Female	do	Unknown,	14 years	Private Bond	2 mths 3 dys	do	do	do
8152	do	30	do	do	do	5 do	Probate Court	2 mths 2 dys	do	Not improved	do
8153	Aug.	7	do	Single	Ill health,	9 do	do	1 mth 25 dys	do	do	do
8154	do	7	do	Married	Unknown	1 week	do	1 mth 25 dys	do	Improved	do
8155	do	11	do	Single	Constitutional,	8 years	do	1 mth 5 dys	Discharged	do	do
8156	do	11	Male	do	Old age,	7 do	do	1 mth 21 dys	Remains	do	do
8157	do	13	do	Married	do	1 week	do	1 mth 19 dys	do	do	do
8158	do	13	Female	do	Puerperal,	14 years	do	1 mth 18 dys	Discharged	Recovered	do
8159	do	14	do	do	Intemperance,	7 months	do	1 mth 18 dys	Remains	Improved	do
8160	do	15	Male	Single	Masturbation,	Unknown	do	1 mth 17 dys	Discharged	Recovered	do
8161	do	15	Female	Widow	Intemperance,	Unknown	do	1 mth 17 dys	Discharged	Recovered	do



TABULAR VIEW—Concluded.

No.	Time of admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1888												
8161	Aug. 19	32	Male	Married	Intemperance,	1 week	Probate Court	1 mth	Discharged	Recovered		
8162	do 19	43	do	Single	Masturbation,	15 years	The Overseers	1 mth	Remains	Not improved	Hereditary.	
8163	do 22	71	Female	Married	Unknown,	25 do	Private Bond	1 mth	do	do	do	
8164	do 22	37	do	Single	do	11 do	do	1 mth	do	Improved	Suicidal.	
8165	do 23	23	Male	do	Masturbation,	1 year	Probate Court	1 mth	do	do	do	
8166	do 26	46	Female	Widow	Unknown,	6 months	do	1 mth	do	do	do	
8167	do 27	40	Male	Single	Intemperance,	Unknown	do	1 mth	do	do	Hereditary.	
8168	do 29	24	do	do	Epilepsy,	22 years	The Overseers	1 mth	do	Not improved		
8169	do 31	40	do	Married	Intemperance,	8 do	Probate Court	1 mth	do	Improved		
8170	Sept. 1	49	do	do	do	2 months	do	1 mth	do	do		
8171	do 2	37	Female	Single	Unknown,	2 do	Private Bond	1 mth	do	Not improved		Periodical.
8172	do 3	60	Male	Married	do	10 years	Probate Court	29 dys	do	Improved	do	do
8173	do 3	40	do	Widow	do	3 months	do	29 dys	do	Not improved	do	do
8174	do 3	71	Female	Widow	do	3 weeks	Private Bond	28 dys	do	Improved	do	do
8175	do 4	46	Male	Single	do	6 years	Probate Court	28 dys	do	Not improved	do	do
8176	do 5	35	Female	Married	Spiritualism,	1 year	Private Bond	28 dys	do	Improved	do	do
8177	do 7	71	Male	do	Old age,	1 week	do	11 dys	Died	Exhaustion	do	do
8178	do 11	26	Female	do	Unknown,	2 months	Probate Court	20 dys	Remains	Improved	do	do
8179	do 11	43	do	Widow	Intemperance,	1 week	do	20 dys	do	do	do	do
8180	do 11	44	do	do	Ill health,	1 do	do	20 dys	do	Not improved	do	do
8181	do 15	65	Male	Married	Unknown,	10 years	do	16 dys	do	Improved	do	do
8182	do 15	34	do	Single	do	10 do	do	16 dys	do	do	do	do
8183	do 16	16	do	do	do	1 year	do	16 dys	do	do	do	do
8184	do 18	32	Female	Married	Puerperal,	1 week	do	13 dys	do	do	do	do
8185	do 18	36	Male	Single	Intemperance,	8 months	do	12 dys	do	do	do	do
8186	do 19	25	do	do	Masturbation,	2 do	do	12 dys	do	Not improved	do	do
8187	do 22	68	Female	Married	Unknown,	2 weeks	Private Bond	9 dys	do	Improved	do	do
8188	do 23	17	Male	Single	Religious excitement,	1 week	Probate Court	8 dys	do	Not improved	do	do
8189	do 26	43	do	Married	Intemperance,	1 do	do	1 week	Discharged	Recovered		
8190	do 28	22	Female	do	Domestic trouble,	1 do	do	5 dys	do	do	do	
8191	do 28	72	Male	do	Old age,	1 year	Private Bond	3 dys	Remains	Not improved	do	Homicidal.
8192	do 29	40	do	do	Injury of head,	3 years	Probate Court	2 dys	do	do	do	

8103 Sept. 30	61	Male	Widower	Masturbation,	12 years	Probate Court	3 yrs	Improved	Hereditary.	Periodical.
8104 do 30	41	Female	Single	Unknown,	16 do	Private Bond	3 yrs	do		do
8105 do 30	47	do	Widow	Puerperal,	24 do	do	1 dy	do		do
8106 do 30	47	Male	Married	Intemperance,	1 year	do	1 dy	do		do
8107 do 30	28	Female	Single	Masturbation,	1 do	Probate Court	1 dy	do		do
8108 do 30	23	Male	do	Unknown,	2 months	do	1 dy	Not improved	do	do

In former reports, I have faintly sketched what seemed to me desirable in order to fulfil the important indication in the arrangements for the care and control of persons afflicted with mental disease.

The attention which you have given to the matter has led me to investigate and study the subject faithfully, and to inquire what modifications and improvements, if any, can be made in our present system.

The minds of medical men in all countries are now directed to the same subject, and are contemplating similar measures to those so feebly set forth in the annual reports of your hospital.

In England, asylums which were regarded twelve years ago as models, are now being enlarged and improved by wide departures from the original plans. New asylums are being built upon improved plans. And while this change is going on in existing hospitals, new plans are submitted and approved, embodying entirely new principles of arrangement. On the Continent, the same questions occupy the minds of thinking men.

If we consider that human nature is the same everywhere; that man is, all the world over, subject to the same impulses, and governed by the same motives; and that when insane, insanity assumes the same forms, and is successfully treated on the same general principles in all countries, we certainly ought to take as great an interest in the consideration of this subject as is taken by the humane of other countries.

Our system finds its weakness mainly in the meagre advantage we have at our command to classify, employ and occupy the minds and the bodies of our patients. It overlooks, to a great extent, the important fact that inactivity is incompatible with bodily vigor, and that exercise of all the faculties, bodily and mental, is the best method of preserving health, as well as of regaining it when lost. This law is laid deep in our organization, and cannot be violated with impunity. Any system of treatment not based upon it, or in any way ignoring it, must of necessity prove worse than useless.

If we look carefully at our own management, we shall find that our patients are and must be left too much to their own choice, whether to work or to be idle. No encouragement is held out, no inducement is offered to persuade them to labor.

They know almost at once that occupation is not the rule of the institution, and they act precisely as sane men and women would do under similar circumstances. Men are not apt to labor without some adequate motive. The insane will not labor for the benefit of their health, because they do not believe themselves diseased.

What we need most of all is a systematic arrangement and control which puts every one to some occupation. It is not to be expected that the work of any large proportion of the insane will be remunerative. The object will be gained when the faculties, mental and physical, are employed. This woman whose vagaries have controlled all her actions for many years, may not be persuaded to engage in the useful labors of her early life. She will, however, carefully undertake any useless fancy work, and thus employed, be relieved from the thralldom of delusion. This man who refuses to assist the mechanic in any light labor, will enslave himself for years in the pursuit of perpetual motion. This young clerk who cannot confine himself to the duty of an accurate copyist, is employed many weary hours in the equally laborious task of balancing imaginary accounts. To turn this waste of labor into healthy and useful channels, is a work next in importance to that of arousing the dormant energies of the demented and fatuous. How can we accomplish these desirable purposes? We may lay the subject before the whole corps of assistants. If, happily, they are persuaded, and are willing to devote themselves to the duty, where are the means by which they can accomplish the results? We may argue the advantages of occupation with the patients, but can we make it clear to such minds that labor is essential to recovery, and as such is a sufficient inducement to command their attention?

If a strong, active, convalescent mechanic is induced to labor, can we regularly pay him for his work? If we remunerate one, can we all? If a delicate lady is directed to occupy herself in music and drawing, in addition to the ordinary occupation of needle-work, can we assure her of a speedy return to society and friends? If we advise a gentleman to keep up his habits of reading, writing and conversation, can we afford accommodation for his library? Can any number of such visit the public library? When all these obstacles are over-

come, we shall find that we have no convenient rooms, no sufficient accommodations by which any number of our patients can gratify their own healthy tastes and feelings.

With the common laboring men and women, the difficulties are more readily met and overcome, though no hospital or asylum in this country has yet provided the means necessary for this class.

It is to be supposed that if all laborers were promised fair wages for their work, and regularly paid, a much larger proportion would be induced to engage in profitable employment. When the plan had proved successful, the wages of the patients might be kept, by the treasurer of the institution, on deposit for their benefit and use.

In Great Britain, an extra allowance of some luxury, such as beer or tobacco, has a powerful effect, not only in producing quiet and good conduct, but in promoting habits of industry; and under the influence of such motives, many who would otherwise be idle and listless, perhaps noisy and destructive, engage regularly in useful labor.

In regard to females, sewing and knitting, embroidery and fancy work furnish a ready resource. So also do the various departments of domestic labor. But they should have also the stimulant of remuneration. Labor, at present, is almost entirely compulsory, inasmuch as it is not, and cannot be, to any great extent, remunerative to the laborer. If we pay for it, there is the nice question of how much. Many of the insane, all of the demented, must be *re-taught* to labor, and at considerable expense; and it must not be excessive, but graduated according to the strength and condition of every patient.

It requires a large judgment and a nice discrimination to provide occupation for that growing class of active, intelligent minds which, for various reasons, find an asylum in our hospitals for the insane. How can we, for such patients, fill up all the hours of the day with recreation, amusement and exercise? How can we gratify their intelligent wants? How can we answer their just demands?

The establishment of hospitals for the insane was at the first an effort of philanthropy to redeem from jails and poor-houses, from cages and out-houses, the forlorn, the friendless and hopeless; and now, having fulfilled their first mission so well, we

seem to have forgotten that there is yet the higher office to prevent and turn aside this great current of human suffering from another and more hopeful class.

I know of no way by which this can be accomplished but by the adoption and execution of some such plan as we have considered on other occasions. What has been attempted elsewhere can be accomplished here. We need a different class of houses, and more land. We need arrangements which will dispense, for the most part, with the necessity of locks, bolts and bars; with camisoles and belts; and, if possible, with drugs, medicines and sleeping draughts. We need all the arrangements for the highest comfort, the most perfect cleanliness, ventilation and warmth. We need everything calculated to promote the best hygienic condition of the insane. And above all, we need such arrangements and such means as will serve to give occupation to every mind and every body placed under the care of the asylum.

During the last summer it was my good fortune to visit many institutions for the insane in foreign countries. Among other places visited was the town of Gheel, in Belgium, where the cottage system, so called, has perhaps reached its highest state of development.

The early history of this community, so far as it relates to the insane, is very obscure, and much of it is lost in tradition. It is supposed to be quite certain, however, that a church was built and dedicated to St. Martin as early as the seventh century where the town of Gheel now stands. To the little colony of Christians gathered about the church so recently built, the Irish princess Dymphna, accompanied by a priest named Gerbernus, fled from the rage of a cruel and wicked father. By their acts of charity and Christian benevolence, as well as by their quiet and pious conduct, they seemed to have gained the love and esteem of the few inhabitants of Gheel. But being pursued in their flight by the unnatural father, and discovered in their retreat, Dymphna was slain by her incestuous parent, while the good priest who had protected her, fell at the hands of his followers. It is related that some insane persons who witnessed this unnatural deed were so shocked by its horror as to recover at once their lost senses. Dymphna and

Gerbernus were buried side by side, and soon a little chapel rose near their graves.

In the meantime Dymphna was canonized, and hither to the chapel of St. Dymphna came the insane from all the country round about to bow at her shrine, and pray for the intercession of the blessed Saint that they might be healed of their infirmities. As the fame and influence of the Saint increased, a new and massive church was erected at great expense of toil and money. So great was the faith in the miraculous power of the Saint, that quarrels took place between rival towns for the possession of her bones, and the Gheelans, almost by divine assistance, were enabled to retain and remove them to the prepared shrine in their new church.

It is quite easy to understand how a thousand years ago the rude inhabitants of the little hamlet of Gheel were wrought upon by a belief in this supernatural agency. 'We, ourselves, in the days of spiritual manifestations and clairvoyant insight know how readily any absurd doctrine may obtain credence for peculiar medical efficacy. As a matter of fact in our every day experience we also know how frequently a removal from home and a change of scene is followed by an improvement in the condition of the insane mind.

The practice of bringing the insane to the shrine of the Saint increased as the knowledge of her miraculous power became more widely known; so that early in the history of Gheel the inhabitants became accustomed to the presence of lunatics among them, and also the care of providing for their welfare. Living in the midst of a most barren and desolate tract of country, the Gheelans were of necessity industrious, and as we have already seen, they were filled with religious fervor. These two important traits rendered them peculiarly well fitted for the duty of providing for and taking care of the insane; the duty being enforced by all the dictates of worldly interest as well as Christian charity. The insane were regarded with feelings of religious awe, and it was deemed the highest Christian duty to make every effort and suffer every sacrifice for their care. These feelings were handed down from generation to generation, and enjoined by father upon son, till at last, instead of a hamlet with a rude chapel and a few demented wanderers, Gheel comes to be an important community, accept-

ing a labor and devoting itself religiously to a duty which has no parallel in history ; choosing cheerfully and hopefully a state of things which no other community could be persuaded to tolerate for a day. It is this religious feeling in regard to the lunatics, which has been and still is, more than anything else, their safety in the colony, and makes Gheel better adapted than any other place for this peculiar plan of treatment called the cottage plan. The religious fervor in behalf of the insane seemed to be the distinguishing trait of the Gheelan mind and habit. Insanity was supposed to be due to supernatural causes. The doctrines of the Church were such as to encourage this idea, consequently spiritual aid was regarded as the most efficient means of relief. Who then so likely to intercede for divine favor as the blessed Saint Dymphna ?

The patient for whom the direct intercession of the Saint was desired, was placed in appropriate apartments adjoining the church under the care of persons retained for this purpose. These apartments consisted of two large and two smaller rooms or cells furnished with heavy oaken benches and iron rings to which furious patients might be fastened while awaiting their turn. Hither a priest would come daily to say mass and read prayers. If the patient was sufficiently tranquil an offering was performed daily for nine days in succession. The patient, preceded by priests and surrounded by assistants, chanting the praise of Saint Dymphna, marched in procession three times round the church. Each time as the procession passed through the chancel a halt was made at the tomb of the Saint, which is placed upon columns about four feet high, forming a sort of portico of gothic architecture. The procession kneeled and the lunatic dragged himself, or was dragged under this portico containing the remains of the Saint. They then exorcised him and conducted him back to the adjoining apartments. If the patient was too furious to be easily managed, a person from the country has been known to perform his part. While making the three circuits the friends and relatives remained in the interior of the church praying to the Saint for help. When nine days of such labor had passed the patient was generally freed from his restraint and restored to his family.

It is certain, says the very able and accomplished superintendent, M. Bulkens, in one of his reports to the Belgian Lunacy



Commissioners, that cures were effected in this way. Fortunately, however, for the insane, a belief in the miraculous power and direct intervention of the Saint has nearly passed away, and few, if any are now found willing to put their insane relatives through this ordeal.

Such in brief is the story generally told and believed in regard to the origin and growth of Gheel. It begins in fable and ends with the condition and prospects of the colony at the present day. Commencing with some accidental circumstance happening to a few religious fanatics eleven centuries ago, it reaches forward to an important community of eleven thousand people, among whom are living in comparative comfort and freedom, and in the enjoyment of unusual social privileges, about eleven hundred lunatics. No doubt there have been great cruelties practised at Gheel, and probably bad results were produced by so strange a mixture of medicine and religious fanaticism. But this was in no way peculiar to the habits or customs of Gheel.

It can be shown that severer customs prevailed in other parts of Europe, and that the system pursued at Gheel tended in a great degree to remove the restraint and ameliorate the condition of the insane. For as early as 1676 a municipal order was promulgated forbidding the keepers of lunatics to allow them to go abroad unrestrained, making the keepers responsible for damages done by lunatics, and imposing a fine for violation of the order; thus showing that the keepers were, in their humane tendencies, in advance of the public opinion of their day. Still, so much freedom continued to be enjoyed by the patients, that in 1747 another municipal interference was considered necessary to check the growing evil of permitting the insane the enjoyment of free air and exercise. But it is remarkable in this case that public opinion had taken a wide step in advance, and the magistrates in their municipal order enforced by fine, recognized the superiority of a careful personal supervision to the promiscuous employment of chains and fetters. Again, so soon as 1754 another enactment was passed, in which the magistrates complain that the lunatics are so free that one can no longer distinguish between the patients and citizens, and when the keeper is admonished, he always replies, "My insane boarder is not dangerous. He does no harm to any

one. He is quiet and well-behaved." All the facts go to show that the management and treatment of the insane was at that time in Gheel far in advance of the spirit of the age, while doubtless they suffered much, which, to us to-day, would seem but little short of downright cruelty.

In 1821, Esquirol visited this colony, and wrote nearly as follows: "The greater part of these unfortunates are fed like the peasantry of the country. In the town the dietary is better, and generally it is the same as that of the persons with whom they live. The lunatics, male and female, wander freely in the streets or in the country, without any one appearing to be watching them, even when they have trammels on their feet. If they try to escape, straps are used. If they are furious, they are chained by the hands and feet when they do not go out of doors, at least when they are lodged on a sequestered farm. In spite of these means of restraint, it happens often that they wander or escape, but the police of the surrounding districts stop them at eight or nine miles distance, and bring them back."

Following Esquirol, Guislain and Moreau addressed themselves to the French, Parigot and Bulkens to the Belgians, and Rollin and Droste to the Germans, giving to continental inquirers all the facts concerning Gheel and its system. In 1828, Sir Andrew Halliday, in his general view of lunatic asylums, gives his opinion of the system in the following remarks: "If the governors of St. Luke's were to form such an establishment upon some of the heaths or commons that are at no great distance from the metropolis, they would more effectually, I imagine, fulfil the intentions of the supporters and contributors to this institution, than by transferring their supposed incurables, after a twelvemonth's trial, to the white and red houses at Bethnal Green, as very uniformly has hitherto been their practice for a number of years, and that such an establishment might be formed at a very small expense must be apparent to all who will give themselves the trouble to think on the subject.

"The renting of a considerable portion of any such heath or common would not be any great charge to the funds of the establishment, nor could the building of the cottages cost much, and such an arrangement might be made the means of keeping many poor but well-ordered families from the work-house, and

of rendering them useful and industrious members of society. The average expense at St. Luke's was, some years ago, forty-six pounds eighteen shillings and threepence. He might be maintained at one-third of the expense at an establishment similar to that at Gheel, and have almost a certain prospect of being cured while the disease is yet curable."

Since that day, Doctors Cumming, Webster, Browne and Coxe have all published favorable notices of the cottage system. More recently, Doctors Stevens and Sibbald have recorded their observations respecting the working of the system.

According to all the published accounts of Gheel, and particularly that of Dr. Sibbald, it seems that up to about this period of time no efficient system of general superintendence had been established, without which it would be strange if gross abuses and crimes injurious to the patients were not frequently practised. And without doubt, during the long ages the colony had existed, scenes of great cruelty had been suffered. Slight responsibility attached to the keepers, except so far as the dictates of their religion, and motives of worldly interest guided and directed them in the care of the insane. These could hardly have been sufficient to repress abuse or encourage kindness, much less to reclaim, organize and bring under general superintendence this strange moral waste.

Guislain made Gheel the subject of a most searching examination, and in consequence of the numerous abuses found to exist, condemned the whole system. Another inquiry followed, which also resulted in exposure and condemnation of flagrant abuses, but at the same time in recommendation of the system, and suggested an organized medical superintendence, under the control of the state. Consequently, in 1850 or 1851, M. Parigot was appointed resident medical superintendent, and from that time, a most remarkable change took place in the condition of the insane. The law which inaugurated this state of things creates a superintending body called the general commission, consisting of the governor of the province for its president, the provincial attorney, the commissary, the burgomaster, the dean, the medical inspector, and four members taken from the citizens of Gheel. These hold office for two years, and go out by rotation. This commission appoints annually a

committee of five inhabitants, whose office it is to control the general administration and finances. The medical administration is lodged with the resident medical superintendent, who is appointed by the minister of justice. He writes the reports, grants certificates of cure, and superintends all the affairs of the colony, residing at the infirmary or asylum proper. Under him are four medical assistants, each residing in and visiting all the patients of his own district at least once in a week, and oftener when necessary, or when requested. They report quarterly to the resident medical superintendent, which, accompanied by his comments thereupon, are sent to the superior commissioner. Patients may also be placed under the care of private practitioners, who agree to submit to the same regulations as are laid down for the assistant-physicians. Then comes a corps of civilian inspectors, one for each district, who go from house to house, noting the condition, wants and prospects of every patient, and making regular reports to the superintendent.

A list is kept of those whose characters and dwellings are considered by the authorities as sufficient to qualify them as nurses, and includes the names of those at present under their care.

The insane of different sexes are not allowed to board with the same nurse, unless with the special sanction of the superior commission. Each lunatic is placed specially under the charge of the cottager with whom he boards, who is responsible for any injury done by the patient, and, except in case of emergency or extreme violence, he must not use any measure of restraint, such as the employment of straps, the belt, or the camisole, nor must he place the patient in seclusion without first having received authority for so doing from the assistant physician of the district in which he is located, and the physician must report directly to the superintendent.

Every nurse who violates these rules, who abuses a patient, or who neglects to obey the orders of the superior commission, or the committee, or the physicians, shall be deprived of his license to receive and take care of lunatics. I was informed that several householders had been so deprived of their licenses on account of their violation of regulations, or for neglect or abuse of patients. On the other hand, prizes and rewards are

awarded to such nurses as distinguish themselves by their humanity and devotion to the welfare of their patients. A chaplain is connected with the establishment, for the comfort and benefit of the lunatics.

Quiet patients also attend the public services in the various churches of the commune, unattended by their nurses. Those known to be excitable are accompanied by attendants. The local committee is authorized to fix the dietary, and also the hours of meals. The committee also appoint, when necessary, head attendants, to assist the assistant-physicians. Quiet and orderly patients are permitted to visit, unattended, public houses, places of amusement and refreshment, but the sale of drugs and spirituous liquors to all lunatics, is strictly forbidden. All the details as to clothing, bedding, furniture, &c., are under the direction of the local committee, with the concurrence of the superintendent. Unsuitable patients are excluded by law, and all classes of insane persons may be placed in the commune, except those who require continual restraint or coercion, those who are suicidal, homicidal or incendiaries, and those whose escapes shall have been frequent, or whose malady is of such a character as to offend the public peace or decency.

We are now at Gheel. We know its geography, we have heard its traditions, we have glanced at its history. Let us look at it as it is, and consider briefly its working. The general appearance of the town is quite as good, perhaps better, than other towns of equal size in its neighborhood, and produces, on the whole, a favorable impression on the mind of the visitor. The streets are quiet, but cheerful; the houses tolerably comfortable, though rude in finish, and very plainly furnished; the gardens are neat and well cultivated; the people are well clothed, and they seemed to be well fed. They are industrious, and occupied chiefly in cultivating the soil; the manufactures being confined entirely to the needs of the district, except perhaps small quantities of lace, in the making of which a few women are employed. Some agricultural and dairy products are supplied to the Antwerp market.

On the whole, the remembrance of the town is more pleasing than that of many Irish towns of the same size, and the general feeling in regard to its comforts is much the same as that in

regard to an English or Scotch village, consisting chiefly of peasantry. The hamlets and houses outside the town had the same general character with those in the town, except that they were of ruder construction, less commodious and less tidy. There are in the community about eleven hundred lunatics; a casual observer, a stranger, would pass a day in the village without detecting any marked signs of mental disease in the persons wandering about the streets. There is certainly less peculiar conduct which might be attributed to mental aberration than is witnessed in any second-rate Italian town.

In passing about the town, both alone and with Dr. Bulkens, I visited any and every house I desired, and I ought to state here my belief in the entire honesty and sincerity of the enlightened superintendent, Dr. Bulkens.

Judging from what I saw, the insane in the commune of Gheel are kindly and well cared for. That abuses do exist the Doctor frankly admits. The abuses, if any, are not the result of the system pursued so much as the want of a sufficient number of intelligent medical assistants to carry out the plan adopted.

The patients were in the enjoyment of a good degree of bodily health, were plainly but decently clad, and I believe they were provided with a sufficient quantity of wholesome, nutritious food. I was informed that the laws regulating the management of the insane, allow seventeen ounces of bread and five ounces of meat to each man, and fourteen ounces of bread and four ounces of meat to each woman per day; vegetables were being freely used also. They were generally cleanly in their persons, though not particularly neat or tidy in their habits. The free air and the unrestrained exercise of the powers of locomotion of so large a number of the insane add greatly to the health, quiet and general comfort of the whole. The sleeping accommodations of many of the patients were such as would not be satisfactory in a well-ordered lunatic asylum; the rooms being small, often smaller than our single rooms, never so well lighted, sometimes in lofts or attics, and occasionally, for patients of filthy habits or those who are noisy, in out-houses, as is sometimes practised at almshouses in towns of our own country. The beds of cleanly patients were neat and of the same quality as those of the family.

There is generally no accommodation for bathing, and little for general toilet purposes.

At some of the houses where are placed patients belonging to wealthy families, the apartments were cheerful, agreeable and commodious, and were furnished with some degree of taste and elegance ; some of them contained pianos and other musical instruments, and many of them books and pictures.

Patients from the families of the laboring classes were in considerable numbers engaged at some useful labor ; but those from families of the wealthy were not employed, except as influenced by their pleasure or the character of their delusions.

More than one-half, perhaps five-eighths, of the whole number of patients follow some occupation, though with but little attempt at any regularity or organization.

Some of both sexes were assisting the families with which they boarded in the various household duties, as cooks, nurses and companions for children. Some were laboring as shoemakers, tailors, blacksmiths and wheelwrights. Many of both sexes were employed in the fields, at the usual farm labors. They all or nearly all enjoy the fruits of their own labor. Those who are able to make any contract to perform a piece of work, or to hire themselves out for a day or week, receive their wages and make such use of them as they please.

One man was shown me who had purchased four cows from his earnings, and rented them to the villagers. Others were pointed out who owned goats or donkeys. One whom I saw had taken a contract to paint or color a house, and was about commencing his work.

I was informed that many who were able to work performed labor only at irregular intervals, working a few days and earning a little money, and then idling about until they had expended their earnings.

A large majority of the patients are paupers, but the amount of their earnings is never withheld and credited to the department from which they come, or to their families in payment for their support. Government wisely regulates this, the object being to induce habits of labor, thereby hoping to promote recovery.

There is exercised by the patients great apparent freedom of action and choice of pleasure. They seem to move when and

where they please, with no one to watch their steps. They may work or play, but if they work they receive direct gain in shape of wages for their labor. They may go in and out as any other members of the family do. They may be and are to a certain extent interested in all the details of social life. Though not in their own homes they have a home, live in a family and are members of society, useless it may be, but still they are identified as a part of the community.

There seems to be a general feeling of contentment among the insane which is not found in any asylum. In very few cases indeed did there seem to be any disposition to escape.

But little actual restraint is suffered by the patients; more perhaps, however, than in the best regulated asylums in England or America. But at Gheel restraint is only an interference with certain dangerous muscular efforts. If a patient strikes he wears a leather belt to which his arms are loosely strapped. If he tears his clothes or undresses himself he wears the camisole. If he attempts frequently to escape he wears anklets fastened together by a chain. Sometimes both anklets and wristlets are worn; generally, however, the patient still enjoys free air, and moves about as well as he can where he likes.

The most unpleasant forms of restraint which I saw were those cases of excited epileptics, who, during excitement, wore the camisole, and were also fastened to the bed, and must, from the nature of the case, be left alone a large part of the time. The condition of such, as soon as reported, is improved by admission to the asylum proper.

I am not able to state accurately the amount of restraint, but believe it to be a much larger percentage and of severer character than has been suffered in your own hospital at any time during the last twelve years. I believe also that restraint is going out of use at Gheel, and that if Dr. Bulkens were well supported by able medical assistants, mechanical restraint would soon lose itself in ordinary seclusion in comfortable rooms and private gardens. That you may not consider me a careless or superficial observer, I will briefly show how other alienists have seen the Commune of Gheel. In 1851 Dr. Earle writes: "The accommodations are of various grades; at some houses which I visited the apartments were very agreeable and commodious,



but in none were they furnished in a style nearly so elegant as that of many of the private institutions for the insane in Belgium, France, England and America. But at Gheel much the greater proportion of the patients are supported at the expense of the public, and about fifty cents a week is paid for the board and care of each of these. No very great extent of luxury, either in furniture or food, can be supplied at the rate of seven cents a day. Consequently many of these are placed in garrets, lofts, outhouses and other out of the way nooks and corners, where their accommodations can hardly be accurately described by that expressive word, comfortable. They appear however, to be decently clothed and sufficiently well-fed, and of all that I saw in the numerous houses which I visited in Gheel and the surrounding country, I have no recollection of hearing a word of complaint in these respects. On the contrary, one woman at a large farm-house a mile or two out of town, was sorely troubled because there was too much food, too much clothing, in short too much of everything in the world." Again he says, "Within the town I saw but one patient in the streets upon whom there was any restraining apparatus. His waist was encircled with an iron belt to which his hands were secured by wristlets. In the suburbs and around the farm-houses however there were several who were fettered with iron, the chain between the ancles being about eight inches in length. In some cases the rings around the ancles had abraded the skin and occasioned bad ulcers."

In 1860 Dr. Sibbald writes: "One of the agreeable features of the place is the general contentment manifested by the insane. In very few cases, indeed, did they complain of the injustice of their detention, though questioned on the subject. The comparative liberty of free air was evidently valued by them as a great privilege, more especially among those who had been previously residents in asylums. In one case, that of a young man who had been confined in Guislain's Asylum at Ghent, I was particularly struck with this. He was one of those subjected to mechanical restraint. He had a leather belt around his waist to which his arms were loosely strapped to prevent him from tearing his clothes. I asked him whether he did not find this restraint very irksome, to which he replied in the affirmative. I then asked him why he was thus strapped and

received a very simple, straightforward answer, giving the true reason. In my next inquiry I asked whether he had worn those things at Ghent? and he answered no. Then said I, would you not rather live there? they were kind to you were they not? Yes, replied he, but I prefer to walk about as I like." Again he says, "The greater number were restrained by anklets fastened together by a chain, which as well as the anklets is bound in leather to prevent the unpleasant appearance and jingling of the chain, and to avoid the anklets hurting the wearer, others wore a belt to which their arms were strapped, as in the case of the young man whom I have described above, some wore both belt and anklets."

Again he says, "As far as I could judge from the histories of the cases which I saw, I formed the opinion that two classes of cases, more than any other, derive benefit from this system. One class comprises the milder forms of acute mania, many of which may be successfully treated, though, at first sight, it might appear that their excitement would require that they should be more closely confined as a protection to themselves and others. The other class consists of partially demented cases who have, either through old age or from other causes, fallen into a second childhood. When such a patient is of the male sex he receives much more suitable care and attention from a kindly cottar's wife than is possible even from a conscientious and experienced male attendant; and when there are children in the family, the evident happiness which results from their playful intimacy with their broken-minded friend, either male or female, lights up as nothing else can do, the clouded remnant of their mental life." And again he says, "From what I saw I have every reason to believe in the thoroughly trustworthy nature of the reports of Dr. Bulkens. The patients appeared generally to be in good health, and as far as short residence can determine, they are well cared for. One thing which in such a place must speak strongly as to the character of the administration, is the fact that the worthy medical inspector appears to be a favorite with his patients."

In 1867 Dr. Howe writes: "This establishment flourishes mainly, I think, in virtue of three great advantages for the treatment of insane persons, which were not and are not found in an equal degree at any public hospital in the world.

"First, employment at domestic and agricultural work in company with sane persons, and mostly in the open air. This promotes bodily and mental health, or at least retards the progress of disease.

"Second, social and family relationship with sane persons. This keeps alive and active the unperturbed sentiments and affections, and helps to restore the mental and moral balance.

"Third, the greatest possible amount of personal freedom. This not only promotes bodily health, but, by preserving self-respect, promotes mental health." He says "the history of Gheel, from the twelfth to the nineteenth century, may be regarded as a severe test of human virtue and goodness. Tens of thousands of helpless lunatics were thrown upon the hands of simple peasantry, whose control over them was only partially modified by priests and magistrates. Whoever studies carefully the condition of lunatics during these centuries, will conclude that, upon the whole, these unfortunates had more of human enjoyment, and less of suffering, than in other countries where people not only thought, with John, that they were possessed of devils, but with Jeremiah, that they should be put in prison and in the stocks. Upon the whole, human virtue stood the test bravely at Gheel." Again he writes, "Here at Gheel one cannot but rejoice at seeing how large a proportion of the lunatics have entire freedom, and indulge the hope that, by some happy reform, thousands who are now needlessly imprisoned in other lunatic asylums, may have theirs also, and that to the sad loss of reason may not needlessly be added the loss of liberty also."

I visited also the French colony, Fitz James, about fifty miles north of Paris, in the department of Oise. The little town of Clermont is situated in the midst of a fertile and beautiful agricultural region, and, from the eminence on the slope of which it stands, commands an extensive prospect. The original asylum, established by the father of the present managers, which has grown from a very small beginning in a private house to a large and prosperous institution, is situated on the border of this village. In 1849 the original proprietor died, when his sons, the present proprietors, assumed the management, and reorganized the institution. The degree of prosperity was such that, as early as 1856, it was thought advisable to procure more land than was at that time occupied, and try

the effect of a greater amount of out-of-door labor for those whose habits and proclivities would allow of their being employed. Accordingly, an estate of about five hundred acres of land was purchased in the immediate neighborhood in order to carry out the plan. Upon the estate was a mansion-house and such other buildings as would constitute a gentleman's country residence. Other plain buildings of rather rude construction were erected, and soon forty able-bodied, quiet male patients, supported at the expense of the departments, were transferred from the original asylum proper to the colony, and put to work. These were all chronic cases, and had, for various periods of time, performed the out-of-door labor on the ninety acres of land cultivated in connection with the asylum proper at Clermont.

The results were so satisfactory, that Dr. Labitte soon erected other and more extensive buildings for the accommodation of a larger and increasing number of patients of both sexes.

Alterations and additions continued to be demanded until the institution may now be considered quite complete of its kind. It has four distinct departments, with convenient out-buildings, stables, and such other fixtures as a large and well cultivated farm requires. During the seven or eight years since which this system has been inaugurated, the profits of the institution have been so large that the improvements necessary have been made and paid for from the annual income. This colony is simply an appendage to the asylum at Clermont, from which patients may be transferred, when thought desirable by the proprietor, and sent back to the asylum again if necessary.

The four sections to which I referred are : first, one devoted to male patients, who pay liberally for their support, and whose friends prefer placing them here rather than at Clermont. The accommodations are such as may be found in an old country house. Twenty-three male patients, with their attendants, have rooms in this old mansion house, in which are also apartments for the medical officers and their servants. Second, a corresponding establishment at a little distance for female pay patients. These two sections are comfortable, though not furnished with any degree of taste or elegance. That of the males in the mansion-house could hardly be said to have been neat or tidy. Third, one for female paupers, situated at a little distance from the female pay patients, and at a greater distance and in the rear of the section for male pay patients. This sec-

tion is devoted chiefly to laundry operations, and the washing for both asylums is performed here. Fourth, one for the laborers on the farm, where they live in small, rude dwellings, called cottages. These cottages are not models for comfort or convenience, nor are they patterns of good taste and cleanliness. There are other buildings occupied by patients, but of the same general character as those of the third and fourth sections.

The mansion-house is of two stories, and so divided as to accommodate twenty-three patients and the medical officer and manager, with his family and the necessary servants and attendants. It has also, beside parlors and sitting-room, a billiard room. It is quite pleasantly situated in a wide lawn, is surrounded by trees, and has a creek flowing in front.

The section allotted to the female pay patients is also an old country house, of two stories, divided in the usual manner, and has the usual conveniences of a country house. It is well situated in a fine lawn, and gives one, on the whole, a pleasing remembrance. Of the comforts and conveniences of the departments for pauper patients, little can be said. They are destitute of all proper means of lighting, warming and ventilation. They have no conveniences for bathing, and but little attempt is made to preserve habits of common decency. The laundry is quite spacious, well arranged and convenient, and a large amount of useful labor is here performed.

The farm buildings are convenient, and arranged with care and skill, and speak of the thrift and enterprise of the place much more plainly than do the buildings for other purposes. The stables were well filled with a fine stock of oxen and horses, and a large herd of cows were feeding on the lawn. An extensive piggery was filled with choice breeds, and more than one thousand rabbits were kept in boxes, where they were bred for the table and market. There were also butchers' stalls, sheds for carriages and farming implements, and a mill, with steam power; and also, on the creek, in front of the male department, a small, showy building, which contains hydraulic apparatus for lifting water to such parts of the establishment as it may be desired. Besides these, there were store-houses and cellars and cider and wine vaults.

The hospital, or asylum proper, of which I have spoken, is known as the Clermont Asylum, and the colony of Fitz James

is only an appendage to this, in which are lodged in detached buildings, not cottages or houses, the quiet and industrious patients. Nor are these accommodations based upon the model of any family arrangements. They more nearly correspond to military barracks in second-rate villages.

Dr. Gustave Labitte is the medical director and superintendent of the affairs of both establishments, and a brother, Alexander Labitte, has charge of the general administration and direct oversight at the colony where he resides. A medical assistant is employed at each institution. At the asylum proper each division or class has its appropriate airing court, beyond which the patients seldom go. Here, as at the colony, the accommodations for the pay patients are fair, while that of the paupers are bare, uncomfortable and coarse in the extreme. Rooms used as day-rooms contained no furniture but the plainest of wooden benches and heavy tables, not clean, on which their meals were served. Their food was plain, but appeared to be sufficient in quantity and fair in quality. No great order or regularity was observed in dispensing the food, and on the whole the meal was unsatisfactory. Refractory patients could not be well supplied. Feeble patients were not properly attended, and deluded ones were suffered to absent themselves without an effort on the part of the attendants to satisfy their wants.

In this asylum, consisting mainly of three separate ranges of buildings, each with its appropriate grounds and enclosures, there appeared to be an unusual amount of severe restraint of various kinds, which, added to the number of those who were suffering from bruises of varying degrees of severity, leaves on the mind of the visitor painful recollections.

There seemed to be everywhere an utter want of authority, and almost complete absence of any executive power in the internal management of the establishment.

At the colony, which is used as a sort of penal establishment for the strong and healthy and docile who quietly submit to the direction of taskmasters, the condition is better only as the patients are of a class who can labor with profit and consequently enjoy freedom from restraint and the cheerful and healthy influences of out-of-door labor.

The medical end which should be kept in view seems to have

been lost sight of. The patients are not surrounded with any of the customs or habits of social life. I observed no marked attempt to introduce among them reciprocal relations, or to inspire them with sentiments of personal consideration. And I looked in vain for those conditions of social and domestic life of which the family is and must remain the model.

That the patients perform a large amount of useful labor no one can for a moment doubt. The general thrift and pecuniary prosperity of the place sufficiently prove this. Since its establishment, about six hundred acres of land, in a department where land is expensive, have been purchased out of the net proceeds of the establishment, besides the cost of the buildings, fixtures, stock, farming implements and improvements. Here may be seen the best mowing and reaping machines; the most approved ploughs, harrows, drills, cultivators; the most successful methods of raising and fattening improved breeds of cattle, sheep and swine. Here, too, are the finest horses, the best cows, and sleekest oxen to be found in the country, with prize sheep and swine. The buildings, courts, stables and out-houses, all prove how profitable to the proprietors has been the experiment.

The departments which send their poor insane to this colony, are not essentially different in their habits of feeling in regard to the insane from other localities, and consequently appreciate the pecuniary advantages of such a system. Although patients may not recover, the cost of maintenance may be lessened, and habits of obedience acquired may continue when returned to the local authorities. Such, in brief, are my impressions of Clermont. I know they differ widely from those of some other observers who have the same general hopes in regard to the insane, and the same or similar opinions in relation to their management with myself.

Of the French asylums for the insane, you will permit me to make a passing remark of one or two. In Paris, the asylum of St. Anne is perhaps the best. It has, architecturally, every advantage over others. Here are found all the accommodations for classification, all the arrangements for care and custody, and all the fixtures for treatment which skill and ingenuity can devise and money procure.

The buildings are neat, plain and substantial, and consist mainly of a separate block for reception and observation of

patients on admission, with rooms for medical offices and for a few convalescents. Opposite to this is a square with a block or pavilion occupying each corner and the middle of each side, with domestic offices and rooms for assistants in a centre block.

These blocks are all connected by a covered walk, which divides the blocks and their appropriate courts from each other. The ranges of apartments on the right of the entrance are occupied by males, and those on the left by females. Day-rooms, dining-rooms, bath-rooms, and rooms for refractory patients are on the first floor, and the sleeping accommodations in associated dormitories are on the second floor. The domestic arrangements, kitchens and laundry are perfect, containing the most expensive machinery of the latest pattern and improvement. There are large cellars, store-rooms and wine-vaults, filled with everything the market could supply. The sewing-rooms, linen and clothing stores are large, abundantly supplied, and were models of neatness and good order. The dietary was good, and seemed to be abundant. The medical stores appeared to be on a scale of the most lavish expenditure; supplies of all kinds were plentiful almost to waste-fulness.

The apartments of the patients were very plainly but cleanly furnished. The bedding was good, and the sleeping-rooms light and airy. The rooms for excited patients open into separate airing courts. These rooms are of solid masonry, quite dark, often damp, and must at times be cold. Some of them, however, are very expensively padded, and did not appear to have ever been used. Many of the unpadded rooms were occupied, and in every case, I believe, the patient was also in the camisole. Here may be seen the most elaborate arrangements for the application of water as a remedial agent, and for the general purposes of bathing. In a large room devoted entirely to this use are contrivances quite extraordinary—jets of water of all sizes, from the finest stream to the most powerful douche, heavy enough to fell a strong man; baths of every conceivable form—plunge baths, sitting baths, foot baths, head baths and shower baths; baths in every direction—perpendicular, horizontal and upright. Then there was a sort of platform from which an attendant could control not only all other fixtures in the room, but also a powerful douche from flexible hose. Besides these, there was a coil of



iron pipe enclosing a space four feet in diameter and more than six feet high, so arranged that a man could step inside. The pipe was punctured with small holes on the inside, so that when a patient was placed upright in the centre and the stop was turned the water came rushing with great power from a thousand jets and struck upon every inch of his body in continued streams with immense force. In an adjoining room there was apparatus for vapor baths, and in another a score of ordinary bathing tubs with covers so fixed as to enclose the patient's body in the tub, leaving his head above the lid or cover.

The patients were employed in the laundry, kitchens and sewing-rooms, and in and about the airing courts much as at other hospitals for the insane the world over. There seemed to be no general system of occupation, and no provision for any considerable amount of recreation or amusement, and little or no room for outside exercises.

The hospital at Charenton, a short distance from Paris, is now being completed according to the original plan, only one-half of which has ever been constructed. The building is situated on the brow of a hill and overlooks a beautiful country. It is neat, plain, but rather showy in its exterior, consisting of a centre building and chapel at a little distance in the rear. From these two buildings proceed parallel wings or ranges of apartments. The centre and chapel are united by a range of apartments from front to rear, so that the centre group of apartments enclose four sides of a square; in the centre of this is a statue of Esquirol. Each of the two parallel wings has four small projecting wings, so as to form three sides of four courts in front of each parallel wing, the fourth side being enclosed by a simple erection or covered walk. The four divisions, consisting of the front wing and two of those in the rear wing, are assigned to men. And the two remaining divisions to the women.

In the male division there seemed to be an unusual amount of excitement and in a portion of it considerable violence, and many patients were in camisoles, muffs and wristbands with belts. Quite a large number were also in seclusion. No more than one division of the males were quiet, and in any degree as comfortable as in ordinary American asylums. The female patients appeared to be much more calm, and in every way

better managed. They were more tidily dressed, their apartments were more cleanly and better furnished, and many of them were employed in sewing, knitting and other light work. They also assisted to a small extent in the domestic offices. There seemed to be little or no occupation for the men, and but little recreation for either sex.

The dining and sleeping accommodations are much like those of St. Anne, comfortable but no more. The food was good and sufficient, and a liberal allowance of light wine is given to the patients. Here too, much reliance is placed upon baths; they are used in all their forms, simple and medicated. Cold water is employed in the neuroses, as headache, sleeplessness, hypochondria, hysteria and general atony. Long continued tepid baths are employed as a remedy for the excitement of acute mania, and one may see scores of patients locked into bathing tubs two, four, six, and even eight hours at a time.

In the French asylums there is much to leave on the mind unpleasant impressions, and one's recollection is often painful. The manner and bearing of both physician and nurses seem not to be sincere and honest. There is a want of confidence and a restless suspicion on the part of both which must lead to great discomfort and frequent excitement. In the management of the insane, there did not seem to be a sufficient attempt to awaken their sense of honor and confidence in their own strength to recover their habits of self-control. There was entire absence of any teaching by example the value of moral power and religious confidence. There was no endeavor to excite motives of hope or fear. No influence tending to fix their attention on any particular subjects, or to lead them to engage in any variety of occupation, amusement or intercourse. The same general remarks may be applied to the asylums in Switzerland and Germany if we except the asylum near Neuchatel, in Switzerland, which though small, is quite perfect in all its appointments. It is beautifully situated in a highly cultivated region on the shores of the lake, commanding views of the distant mountains, &c. The buildings enclose a square, are two stories high, and contain on the lower floor dining-rooms, sitting-rooms and libraries, and also a range of unoccupied rooms for excited patients. On the second floor are the dormitories and single bed-rooms. Here the conduct of the physician and nurses was different. I found Dr. Borell and

his family enjoying coffee, newspapers, books and music, with quite a group of his patients about him, all familiar, cheerful and happy. There was no appearance of suspicion; no fear, no dread of returning to the wards and apartments devoted to the patients. The whole household seemed to be one family, moved by the same impulse, having the same motives, enjoying the same pleasures and entertaining the same hopes. There was here no seclusion and no restraint. The Doctor was just completing a house for a few patients who could enjoy still larger liberties. This hospital was built and endowed for the poor of the district who pay only a nominal price. It may also receive the wealthy at higher rates, but must always accommodate the poor of its own neighborhood.

The asylums at Geneva and Berne are both well situated and pleasantly arranged, and the patients seemed to enjoy a high degree of comfort. There appeared to be no striking evidence of tact or skill in the management of either. There was a lack of tidiness and order, and want of discipline and control in the care of the patients, and in the administration of the general affairs of the asylums.

The asylum at Frankfort, which is located near the city in the midst of a beautiful and growing suburb, is a pleasant building of modern plan and construction. The main wings are built on three sides of a square, and the patients' rooms are generally arranged on the back side of the wing and the corridor is open to the front. The day accommodations are mostly on the lower floor, and the sleeping-rooms are above. The patients are kindly but carelessly provided for. They are untidy and unclean, and the house in all its parts is slovenly and dirty.

In striking contrast with this is the asylum at Heppenheim, recently constructed upon an improved plan, and as yet occupied only in part. The building, consisting of centre, lateral and projecting wings, is plain, substantial and showy. Situated in the midst of a beautiful and healthy agricultural region, everything is charmingly neat and scrupulously clean. The patients are tidy, cheerful and social. There was perfect discipline in the control of the house, and great order observed in all the arrangements and details of management. There was more than usual attention given to the subjects of recreation, amusement and labor. The patients were well and clear-

clad, the tables were bountifully spread. The beds were clean and comfortable, the house was roomy, airy and light. The furniture of the establishment was mostly made by the patients, who perform a large amount of useful labor.

In the continental asylums the apartments assigned to patients have not that finished aspect of comfort which is found almost universally in American institutions. Yet compared with the prevailing customs and habits of the people they are probably as comfortably furnished as our own, and answer the wants of the people of those countries as well as our own hospitals answer the wants of our own people. In the more recent ones, the domestic offices, laundry, kitchen and store-rooms are well appointed and quite perfect. Their facilities for distributing supplies are however inferior. In the treatment of patients, mechanical appliances for the purpose of bodily restraint are more extensively used than in any asylums known to me on this side of the Atlantic. And I dare not write how extensively I have seen such means of restraint in actual use. I have doubtless seen much that was not usual and customary. But sometimes it was difficult to see all I desired, and frequently some departments were very reluctantly shown. This is especially true of Parisian asylums.

In England the public institutions for the insane are of two kinds—hospitals for the middling and upper classes, and county asylums for the paupers. In some of these, patients from well-to-do families may be found who refund to the parish from which they come the expense of support. In Scotland, generally, and in a few only of English asylums, both classes are admitted into the same institution, but commonly separate buildings are provided for the two classes. There are also hospitals founded like Bethlehem and St. Luke's, where curable cases are admitted of persons in good social position, who have become reduced; and there are likewise many private asylums accommodating from three or four to seventy-five or one hundred patients. These may be and formerly were extensively owned and managed by non-professional persons who employed a physician to visit them. Some of them are now managed by the first alienists in the country, and a remarkably good feeling and understanding exists generally between them and the public hospitals and asylums. All these institutions, whether public or private, are under the inspection and control

of the commissioners of lunacy. The private establishments differ but little from private houses ; none of them having been constructed for the purpose. They nearly all have fine surroundings, large and beautiful grounds laid out in walks, lawns, croquet and bowling plats, tennis courts, and facilities for every amusement and recreation. In the house there are libraries, billiard and smoking rooms and reading rooms on the lower floor, and sleeping and dining rooms above. In these houses many of the rich keep their own servants, horses and carriages.

There is, I believe, in no case any provision for manual labour except in such private asylums as are occupied by ladies, where the light occupations sought by ladies in their homes are readily available.

In the public asylums of England, what is termed the non-restraint system prevails, and is, I believe, generally honestly and faithfully carried out.

Cases of fury and violence, though by no means so common as with us, nevertheless do occur, and are often controlled by the administration of drugs, such as opium, nitrate of potassium, digitalis and antimony. Seclusion in padded rooms is much resorted to, and in some asylums packing in wet sheets is supposed to exert a powerful controlling influence. Shower-baths are often ordered, both for their remedial effect and as a correction for misconduct.

Some alienists admitted frankly that the non-restraint system might be carried too far, and that in some cases it seemed to be for the best interests of the patient that some restraint be applied, but, on the whole, it was thought best to risk the liability of suffering that might result for want of restraint, rather than that multitudes should be unnecessarily deprived of their liberty.

As it is in America, so it is in England. The very poor have better opportunities for curative treatment than the middle and well-to-do class ; for, when attacked, they are taken to the asylum, and are placed under such restrictions as will at least detain them during the acute and curable stage of disease. The wealthy can remain at home, can travel with servants, can seek admission in a private asylum, where weeks may elapse before a vacant room can be obtained.

Ten years ago the county asylum of England was on the corridor plan, with single rooms upon one side of the corridor on

and large associated dormitories for about two-thirds of the patients, and day-rooms for self-seclusion of a few upon each floor of the establishment; the dining rooms being generally in some projecting portion of each corridor; bath rooms, water closets, padded rooms, clothes rooms, and all other appointments on each ward, with airing courts, and outside entrances corresponding to each ward. Then the chapel, recreation room, kitchens, laundry and general stores, in connection with the centre building, where the medical officers had their apartments. Then there were farm buildings and the bailiff's cottage at some distance. Of this plan the Derby and Essex County asylums were ten years ago the best examples. They have retained all they then had, and have both been enlarged and improved by slight departures from the original plans.

But hospital architecture has made large strides in England, so that if we were to-day to make comparisons, where all are so good, our preferences would be strongly in favor of the asylums in Sussex, at Haywards Heath and at Worcester. These two seem to be in advance of all other county asylums which I saw, and it would be difficult to say which is best or which is best managed. They each consist of twelve wards, and accommodate seven hundred patients. The construction is similar to other asylums in many respects, but the appointments are more complete. Corridors, with single rooms for a small portion of the patients, opening on one side, with large day-rooms in each story, and corresponding airing courts, and, as is usual in all the recently built institutions, a corridor of communication passing along the whole length of the wings, by which any ward may be entered without passing through any other ward. On the front of the first lateral wings are large showy one-story projections for dining-rooms, which communicate with all the wards by means of the corridor of communication. These rooms will each seat about three hundred and fifty persons, so that all able-bodied patients of the same sex sit at the same table. The laundry wing leads directly from the female side of the house, and the approaches of the stables and gardens are from the male side. The recreation rooms are near the centre, and the chapel is outside.

The hospital at Northampton and the asylum at Glasgow can be compared with our own institutions, inasmuch as they each

have both paupers and pay patients under the same roof, and in many respects are much like American asylums. In the apartments for paupers are not as well furnished and as well kept, the patients are not as well fed and cared for as in your own asylum, while the apartments for the pay patients are better supplied, their surroundings are more tasty and comfortable, and, on the whole, they are better cared for than the corresponding class can be in your own hospital. The average price of board for paupers in English asylums is not materially less than is paid here, and the usual price for patients belonging to a class of well-to-do tradesmen, is from thirty to fifty pounds sterling.

In asylums in England and Scotland of a still more recent date, the day-rooms and all accommodations are on the first floor, and all the sleeping accommodations in large dormitories with a few single rooms, are on the second floor, except the infirmary wards, which are usually, though not always, on the first floor.

Alterations now going on in some of the older asylums will convert them into blocks or pavilions, connected with each other by covered walks, each block or pavilion having day accommodations on the first floor, and sleeping rooms above assigned to particular classes of patients, and these classes generally taking their meals in one large dining hall.

Many asylums of all classes have detached buildings or cottages, for the accommodation of a few patients who cannot well be classed in the asylum proper, and great advantage is found to result from this plan.

In Ireland, the asylums were found to be quite as good as in England or Scotland, though of poorer construction, and laboring under other great disadvantages. The institutions were generally on the corridor plan, with rooms on one side of the corridor and central dining-rooms. The kitchens, laundry and storerooms were all well constructed, and the patients seemed to be kindly and well cared for.

In most of the particulars of moral treatment, the English asylums are fully equal to those of the United States. In the most important of all, if reference be had to curative treatment, or the quietude, order and hygienic condition of the patients,—that of occupation for the inmates,—they are su

rior. Their superiority lies not in the more ardent wish or the greater efforts for the welfare of their patients, for in these respects none excel American superintendents, but in the education of the people, and the nature of their political governments, and also the social restraints under which they live. Obedience to authority becomes by education a habit and principle of life. The English peasant and mechanic have an ingrained belief that they are not only born to labor, but to obey authority, and they readily and without question do as they are bid. Very different are they, and all the continental peasantry, from the American, who looks upon labor as somewhat menial, or, at any rate, regards it as his capital, upon which he has a right to fix his price.

As to correctional means, in the strict sense of the term, there are none in any good institution, and if strong measures are necessary, they must ever bear at the same time more or less of a medical or therapeutical character, and correspond precisely to the mental peculiarity of the patient, whereby their particular healing aim is not lost. Therefore alienists direct the most reasonable mode, not excepting the most extended douche, the deprivation of nourishment, and the like, seeking out for each individual case the most suitable measure, which often requires the deepest meditation.

Their argument is that the insane are diseased, and that their malady is not only curable, but, like all other maladies, curable in proportion to the promptness with which the treatment follows the attack, and that there should be no obstacle in the way of receiving treatment. That some restraint is considered necessary by them for the violent and demonstrative, is manifested by their tenacity for the shower bath, the packing sheet, and nauseating doses of antimony. That a large amount of personal freedom is best for the many, is shown in their so pertinaciously following the system inaugurated by Dr. Conolly at a time when one could hardly think of institutions for the insane without chains, scourges and bands of iron. But, thanks to the humane spirit of the age, which has at last forced its way like a loving genius into the cells of human beings who had sunk to a condition lower than the brutes, and removed from most of them those unhappy conditions which a harder and colder age had made a necessity.



For any success which has attended the labors in this hospital during the year past, great credit is due to Joseph Draper, M. D., Assistant-Physician, and D. W. Bemis, Esq., Steward and Treasurer, who have performed all their duties, and executed all plans faithfully and scrupulously.

Alfred E. Walker, M. D., who acted as Assistant-Physician during a part of the year, leaves to engage in other duties, with the kind wishes of all who came in contact with him.

The Supervisors, Marshall S. Greene, Miss Evans, and Miss Butte, have done much to promote the welfare of the patients by the kindness and faithfulness in which they performed all their duties. The attendants generally are to be commended for their thorough devotion to the best interests of those committed to their care.

Our thanks are due to Miss Dix for the kind interest she has manifested in the welfare of the institution.

I desire to express my sense of obligation to the many friends who have contributed to the welfare of our patients by the frequent concerts in sacred music.

We are also under obligations to many friends for special favors, among whom may be mentioned Dr. R. W. Hooper, William Knowlton, Esq., Professor Bushee, Professor Harrington, Mr. Brainard, and others.

To the publishers and proprietors of newspapers and periodicals in the city and throughout the Commonwealth, who have sent to us their daily, weekly and monthly issues, we are greatly indebted.

To you, gentlemen, for the personal kindness, the cordial support, and the sympathy enjoyed at all times from each individual member of your board, permit me to renew the expression of my grateful sense of obligation.

With renewed vigor we commence the labors of the new year, trusting that we may be able to devote ourselves wholly and entirely to the development of the highest and best possibilities of our calling.

MERRICK BEMIS.

WORCESTER LUNATIC HOSPITAL, }  
WORCESTER, MASS., Oct. 1, 1868. }

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# METEOROLOGICAL OBSERVATIONS

MADE AT

THE STATE LUNATIC HOSPITAL, WORCESTER, MASS.,

1867-8.

*Latitude, 42° 18' 17" N. ; Longitude 71° 48' 13" W.*

*Elevation, 528 feet.*

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EXPLANATION.—The force of the wind is estimated upon a scale of 10 and indicated by figure affixed to the letters denoting the direction. When no number is affixed, 1 is meant.

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## METEOROLOGICAL OBSERVATIONS—OCTOBER, 1867.

Moon's Phases.	Days of the month.	THERMOMETER.					BAROMETER.			CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.	
							Cor. and Red. to 32°.			10=covered.			Direction and Force.			Hour Began.	Hour Ended.	Inches Rain & Melted Snow.		Inches Snow.
		7 A. M.	2 P. M.	9 P. M.	Mean.		7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.					
	1	38	58	61	49	29.290	29.223	29.182	0	1	0	N. W.	W.	S. W.	-	-	-	-	Ice formed $\frac{1}{4}$ of an inch.	
	2	45	71	60	59	29.185	29.021	28.978	1	8	2	N. W.	S. W.	S. W.	-	-	-	-	Aurora Borealis.	
	3	57	61	52	57	29.066	29.161	29.340	0	5	9	N. W.	N. E.	N. E.	-	-	-	-		
	4	40	53	49	47	29.558	29.611	29.631	8	10	10	N. E.	E.	E.	-	-	-	-	Rain.	
	5	49	54	63	55	29.493	29.205	29.108	10	10	10	E.	E.	N.	2½ a. m.	-	-	-		
	6	47	53	45	48	29.276	29.371	29.548	2	2	8	N. W.	N. W.	N.	2 a. m.	1.40	-	-		
	7	40	53	42	45	29.612	29.596	29.694	0	0	0	N.	N.	N.	-	-	-	-	Cloudless frost.	
	8	40	56	46	47	29.724	29.663	29.626	1	1	5	N. W.	N. W.	N.	-	-	-	-	Frost.	
	9	41	59	52	51	29.534	29.397	29.220	5	6	9	S. W.	S. W.	S. W.	-	-	-	-	"	
	10	54	67	54	58	29.084	29.028	29.033	8	3	0	S. W.	S. W.	S.	-	-	-	-	Rain.	
	11	52	54	51	52	29.114	29.141	29.154	10	10	10	N. E.	E.	S. E.	7 a. m.	-	-	-	"	
	12	45	47	47	46	29.117	29.169	29.187	10	10	10	N. E.	N. E.	S.	-	a. m.	.48	-	Frost.	
	13	45	52	48	48	29.231	29.233	29.303	10	7	10	N. W.	N. W.	N. W.	-	-	-	-	Slight rain.	
	14	43	59	48	50	29.346	29.297	29.353	0	1	6	S. W.	S. W.	S. W.	-	-	-	-	Hazy-fine weather.	
	15	42	63	50	52	29.379	29.253	29.345	2	10	0	S. W.	S. W.	N. W.	-	-	-	-	"	
	16	46	59	48	51	29.528	29.450	29.601	0	1	1	N.	N. E.	N. W.	-	-	-	-	"	
	17	46	68	57	57	29.578	28.430	29.375	0	3	0	S. W.	S. W.	S. W.	-	-	-	-	"	
	18	54	75	62	64	29.280	29.219	29.269	0	2	0	S. W.	W.	N. E.	-	-	-	-	"	
	19	56	75	58	63	29.392	29.401	29.492	0	2	0	W.	W.	N. E.	-	-	-	-	"	
	20	57	66	53	59	29.645	29.673	29.728	4	8	10	N. E.	N. E.	N. E.	-	-	-	-	Thunder-shower in eve.	
	21	52	67	56	55	29.722	29.637	29.615	10	10	10	S. W.	S. W.	N. W.	8 p. m.	1 a. m.	-	-	Aurora Borealis in even.	
	22	58	67	59	61	29.502	29.349	29.384	10	10	10	N.	N.	N.	-	-	-	-	Heavy frost, smoky.	
	23	44	49	39	44	29.839	29.806	29.826	2	1	0	N.	N.	N.	-	-	-	-	"	
	24	31	41	49	37	29.839	29.770	29.768	7	1	3	N. E.	S. W.	S. W.	-	-	-	-	"	
	25	32	54	44	43	29.716	29.643	29.663	1	7	0	N. W.	N. W.	N. W.	-	-	-	-	"	
	26	38	58	45	47	29.689	29.668	29.720	0	0	0	N. W.	N. W.	S. W.	-	-	-	-	"	
	27	40	60	47	49	29.774	29.697	29.678	9	8	3	S. W.	N. E.	N. E.	-	-	-	-	"	
	28	38	59	47	48	29.548	29.341	29.183	10	10	10	N. E.	N. E.	N. E.	7 a. m.	-	-	-	"	
	29	45	53	49	49	29.037	29.984	29.032	10	10	10	N. E.	N.	N.	-	-	-	-	"	
	30	47	50	51	49	29.379	29.294	29.345	10	10	10	N. E.	N.	N.	-	-	-	-	"	

## METEOROLOGICAL OBSERVATIONS—NOVEMBER, 1867.

Moon's Phase.	Days of Month.	THERMOMETER.				BAROMETER.		CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.
		7 A.M.	9 P.M.	Mean.		7 A.M.	9 P.M.	7 A.M.	9 P.M.	10-covered.	7 A.M.	2 P.M.	9 P.M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	
	1	41	60	45	29.386	29.311	29.179	1	10	7	N.	W.	S.W.	-	-	-	Cloudy.
	2	46	65	55	28.974	28.791	29.011	1	0	0	S.W.	W.	S.W.	8½ p. m.	-	-	Hazy A.M.; fair P.M.
	3	41	62	49	29.284	29.263	29.182	9	6	10	N.W.	S.W.	S.	-	-	-	Cloudy and rainy.
	4	68	48	60	28.931	29.136	29.403	7	10	10	S.W.	N.W.	S.W.	-	4 a. m.	.13	Cloudy.
	5	34	47	35	29.620	29.611	29.609	1	2	0	W.	N.W.	S.W.	-	-	-	Fair weather.
	6	37	41	32	29.600	29.444	29.562	2	3	4	N.	N.W.	N.W.	-	-	-	Fair weather.
	7	30	32	31	28.743	29.673	29.653	8	10	10	N.	N.E.	S.W.	-	-	-	Cloudy; s' flakes, A.M.
	8	34	40	39	28.690	29.472	29.447	10	10	10	N.E.	S.W.	S.W.	-	-	-	Cloudy.
	9	40	68	55	29.447	29.323	29.415	10	8	10	N.W.	S.W.	S.W.	8 p. m.	-	-	Cloudy and rainy.
	10	69	65	65	29.445	29.400	29.300	10	4	10	S.W.	S.W.	N.E.	6 p. m.	10 a. m.	.83	Cloudy and rainy.
	11	60	66	63	29.418	29.355	29.298	10	4	0	N.W.	W.	N.W.	-	1 a. m.	.68	Cloudy.
	12	44	41	34	29.067	28.892	28.852	10	10	10	N.E.	N.	N.W.	5½ p. m.	-	-	Cloudy; snowflakes, P.M.
	13	30	30	27	28.898	28.873	29.031	9	9	0	N.W.	N.	N.W.	-	3 a. m.	.32	Cloudy and blustering.
	14	22	41	39	29.068	28.868	28.967	2	9	3	S.W.	S.W.	S.W.	-	-	-	Cloudy.
	15	28	31	25	28.413	29.523	29.593	10	5	10	N.	N.W.	S.W.	-	-	-	Cl'dy with snow squalls.
	16	30	44	38	29.283	29.047	29.110	10	3	9	S.	N.W.	N.W.	8 a. m.	11 a. m.	.15	Cl'dy with snow.
	17	26	32	30	29.158	29.033	28.990	4	1	10	N.W.	N.W.	S.W.	8 p. m.	9 p. m.	.01	Fair A.M.; snow sq. P.M.
	18	17	22	17	29.161	29.187	29.299	0	8	1	N.W.	N.W.	S.W.	-	-	-	Fair weather.
	19	12	21	14	29.433	29.462	29.602	1	8	0	N.	N.E.	S.	-	-	-	Coldest day of the season.
	20	22	35	40	29.639	29.453	29.342	10	10	10	S.W.	S.W.	S.W.	-	-	-	Cloudy and squally.
	21	36	37	26	29.222	29.575	29.685	10	1	0	N.E.	N.E.	N.E.	-	-	-	Wild geese migrate.
	22	38	38	37	29.701	29.628	29.612	10	10	10	N.	N.E.	S.W.	-	-	-	Cloudy and rainy.
	23	38	46	42	29.570	29.526	29.556	10	10	10	S.W.	S.W.	S.W.	3 p. m.	7 p. m.	.04	Cloudy and rainy.
	24	42	44	42	29.580	29.581	29.624	10	10	10	N.E.	S.	S.W.	9 p. m.	10 p. m.	.01	Cloudy and rainy.
	25	43	62	42	29.614	29.531	29.494	10	10	10	N.E.	S.W.	S.	-	-	-	Cloudy slight aurora.
	26	46	54	42	29.337	29.249	29.269	10	3	8	S.W.	N.E.	S.W.	9 a. m.	10½ a. m.	.01	Rain A.M.; fair P.M.
	27	35	49	35	29.467	29.442	29.423	0	1	2	W.	N.E.	N.E.	-	-	-	Fair weather.
	28	35	40	39	29.383	29.360	29.400	3	10	10	N.E.	N.E.	N.E.	9 a. m.	-	-	Cloudy and rainy.
	29	38	42	45	29.390	29.383	28.808	1	0	10	N.E.	N.E.	N.E.	-	-	-	Drizzly.
	30	32	25	24	28.748	28.951	29.287	0	3	0	N.W.	N.W.	N.W.	-	2 a. m.	.01	Fair weather.
Means,	35	42	37	38	28.882	28.844	28.868	6.	6.	6.	Amounts,			2.19			1.7

## METEOROLOGICAL OBSERVATIONS—DECEMBER, 1867.

Moon's Phases.		Days of the month.		THERMOMETER.				BAROMETER.				CLOUDS.			WIND.			RAIN AND SNOW.				REMARKS.
				7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Cor. and Red. to 32°.	7 A. M.	2 P. M.	9 P. M.	10—covered.	7 A. M.	2 P. M.	9 P. M.	Direction and Force.	Hour Began.	Hour Ended.	
1	12	22	15	16	29.625	29.717	29.787	3	1	1	N.	N. W.	N. W.	8 a. m.	2½ p. m.	.10	1.25	Fair.				
2	22	28	25	25	29.639	29.409	29.373	10	0	0	S. W.	S. W.	S. W.	-	-	-	-	Stormy.				
3	25	35	27	29	29.416	29.326	29.316	9	5	5	S. W.	S. W.	S. W.	-	-	-	-	Fair.				
4	23	24	15	21	29.188	29.176	29.222	0	0	3	N. E.	N. E.	N. E.	-	-	-	-	Fair.				
5	12	27	27	23	29.172	29.161	29.336	5	3	10	N. E.	N. W.	N. W.	-	-	-	-	Fair.				
6	22	32	42	32	29.521	29.321	29.346	5	10	10	S. W.	S. W.	S. W.	4 p. m.	12 p. m.	.09	-	Squally and stormy.				
7	35	34	25	31	28.931	29.050	29.196	6	4	3	N. W.	N. W.	N. W.	-	-	-	-	Fair.				
8	12	19	13	13	29.417	29.312	29.377	0	5	0	N.	N. W.	N. W.	-	-	-	-	Fair.				
9	0	6	2	2	29.443	29.483	29.546	1	0	0	N. E.	N. W.	N. W.	4 a. m.	10 a. m.	.13	2	Stormy A.M.; Fair P.M.				
10	10	27	16	16	29.383	29.314	29.402	1	2	8	N. E.	N. W.	N. W.	-	-	-	-	Fair.				
11	12	22	16	13	29.342	29.340	29.346	5	10	10	N. E.	N. E.	N. E.	3 p. m.	-	-	-	Cloudy and stormy.				
12	3	3	2	3	29.457	29.440	29.346	5	10	10	N. E.	N. E.	N. E.	-	-	.30	6	Fair.				
13	4	7	10	7	29.306	29.333	29.457	8	5	0	N. E.	N. E.	N. E.	-	-	-	-	Fair.				
14	-3	15	17	10	29.596	29.581	29.561	0	10	10	N. E.	N. E.	N. E.	3 p. m.	-	-	-	Cloudy and stormy.				
15	17	20	19	19	29.472	29.314	29.192	10	10	10	N. E.	N. W.	N. W.	-	-	.14	2.50	Fair.				
16	20	22	18	20	28.959	28.909	29.072	10	5	0	N. W.	N. W.	N. W.	-	-	-	-	Fair.				
17	19	27	26	24	29.120	29.041	28.996	1	10	10	N. W.	N. W.	N. W.	-	-	-	-	Fair.				
18	19	24	15	19	29.244	29.381	29.509	2	3	0	N. W.	N. W.	N. W.	-	-	-	-	Clear.				
19	5	14	4	8	29.648	29.821	29.894	0	0	0	N. W.	N. W.	N. W.	9 a. m.	7 p. m.	.19	1	Stormy.				
20	6	18	28	17	29.801	29.585	29.472	8	10	10	N. W.	S. W.	S. W.	-	-	-	-	Fair.				
21	26	36	30	31	29.736	29.768	29.765	4	8	8	N. E.	S. W.	S. W.	12 a. m.	12 p. m.	.59	2	Stormy.				
22	29	36	39	35	29.538	29.190	29.072	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	Fair.				
23	37	27	30	28	28.946	29.100	29.457	6	2	2	N. W.	N. W.	N. W.	-	-	-	-	Cloudy.				
24	19	28	32	26	29.679	29.591	29.441	4	8	10	N. W.	N. W.	N. W.	12 a. m.	12 p. m.	.42	-	Stormy.				
25	32	37	35	35	29.653	29.620	29.518	10	6	10	N. W.	N. W.	N. W.	-	-	-	-	Fair.				
26	46	47	40	44	29.115	29.276	29.514	10	0	0	N. W.	N. W.	N. W.	-	-	-	-	Cloudy.				
27	34	44	50	49	29.632	29.242	29.154	6	8	8	S. W.	S. W.	S. W.	-	-	.11	-	Stormy.				
28	46	45	37	43	29.211	29.307	29.442	10	4	10	N. W.	N. W.	N. W.	9 p. m.	12 p. m.	-	-	Fair.				
29	28	35	27	30	29.458	29.430	29.585	1	2	2	S. W.	N. W.	N. W.	-	-	-	-	Fair.				
30	22	22	19	21	29.696	29.641	29.719	10	2	2	N. W.	N. W.	N. W.	-	-	-	-	Fair.				

## METEOROLOGICAL OBSERVATIONS—JANUARY, 1868.

Days of the month.	THERMOMETER.				BAROMETER.		CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.			
	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Direction and Force.	7 A. M.	2 P. M.	9 P. M.	Hour Begun.		Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.
1	25	35	35	32	29.454	28.978	28.698	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	3 a. m.	12 p. m.	1.13	3	Stormy all day.
2	37	37	33	36	29.893	29.078	29.048	8	9	N. W.	N. W.	S. W.	N. W.	S. W.	-	-	-	-	Cloudy all day.
3	32	38	27	32	29.140	29.175	29.270	9	1	N. W.	N. W.	N. E.	N. E.	N. W.	-	-	.20	4	Fair all day.
4	29	28	14	24	29.153	29.083	29.161	10	10	N. E.	N. E.	N. E.	N. E.	N. W.	3 1/4 a. m.	12 p. m.	-	-	Stormy all day.
5	15	19	15	16	29.409	29.432	29.492	2	0	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
6	11	26	21	19	29.460	29.409	29.467	0	2	S. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
7	23	35	31	30	29.404	29.376	29.394	0	5	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Cloudy all day.
8	31	37	32	38	29.332	29.265	29.165	9	9	N. W.	N. E.	N. E.	N. E.	N. W.	-	-	-	-	Cloudy and squally.
9	27	27	8	21	29.043	28.926	29.114	9	8	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Cloudy all day.
10	5	10	6	7	29.243	29.253	29.270	0	1	N. W.	N. W.	S. W.	N. W.	N. W.	-	-	-	-	Fair all day.
11	7	22	15	15	29.248	29.174	29.214	0	0	S. W.	N. W.	S. W.	N. W.	N. W.	-	-	-	-	Fair; snow squall 9 P. M.
12	7	10	6	8	29.367	29.446	29.495	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Cloudless.
13	4	16	10	10	29.601	29.573	29.671	0	2	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Nearly the same.
14	12	19	17	16	29.763	29.723	29.687	2	10	N. W.	N. W.	S. W.	N. W.	S. W.	-	-	-	-	Cloudy all day.
15	15	19	12	15	29.525	29.379	29.359	10	3	N. E.	N. E.	N. E.	N. E.	N. W.	3 a. m.	12 m.	.09	1	C'dy, sn. fr. 3 p. m. to 12 [p. m.
16	10	31	15	19	29.290	29.159	29.244	5	0	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
17	9	21	14	15	29.192	29.174	29.270	1	1	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
18	9	24	15	19	29.392	29.429	29.517	0	2	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
19	15	25	14	18	29.680	29.709	29.715	0	2	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
20	19	32	32	28	29.615	29.496	29.446	10	10	S. W.	S. W.	S. W.	S. W.	S. W.	-	-	.44	8	Cloudy all day.
21	28	25	25	26	29.123	28.891	29.153	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	2 1/2 a. m.	11 p. m.	.44	8	C'dy, sn. fr. 2 1/2 p. m. to 11
22	19	30	29	23	29.591	29.750	29.833	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	.58	-	Cloudless to 8 p. m. [p. m.
23	14	36	39	30	29.789	29.451	29.233	10	10	N. W.	N. W.	N. W.	N. W.	N. W.	12 m.	8 p. m.	-	-	C'dy all day; rain from [12 M.
24	33	33	33	31	29.238	29.240	29.291	0	8	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
25	19	27	21	22	29.446	29.436	29.499	3	4	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair all day.
26	20	27	12	20	29.497	29.416	29.427	6	10	N. W.	N. E.	N. E.	N. E.	N. E.	1 p. m.	-	-	-	C'dy all day, com. snow'g
27	14	22	23	23	29.362	29.267	29.301	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	C'dy & stormy. [1 p. m.
28	21	24	20	22	29.401	29.426	29.507	10	8	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy and stormy.
29	20	22	23	22	29.512	29.341	29.201	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	-	8 p. m.	.93	11	Cloudy and stormy.
30	23	23	15	20	29.299	29.421	29.629	10	5	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair again.
31	10	21	15	15	29.753	29.732	29.835	2	1	N. W.	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair.
Means.	18	25	19	21	29.426	29.342	29.376	5.	5.						Amounts.		3.27	27	

## METEOROLOGICAL OBSERVATIONS—FEBRUARY, 1868.

Moon's Phases.	Days of the month.	THERMOMETER.				BAROMETER.				CLOUDS.		WIND.			RAIN AND SNOW.				REMARKS.
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	Direction and Force.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.	
☾	1	7	27	18	17	29.953	29.919	29.854	0	1	0	0	0	S. W.	S. W.	N. W.	N. W.	N. W.	Fair weather.
	2	10	30	23	21	29.683	29.531	29.487	1	10	10	10	10	N. W.	N. W.	N. W.	N. W.	N. W.	Hazy P. M.; lunar halo
	3	7	6	-3	3	29.617	29.804	29.929	0	0	0	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	Cloudless. [9 P. M.]
	4	-1	21	12	18	29.740	29.597	29.708	8	6	0	0	0	S. W.	S. W.	N. W.	N. W.	N. W.	Cloudy A. M.; fair P. M.
	5	-3	25	21	14	29.762	29.652	29.349	0	5	10	8	6	S. W.	S. W.	N. E.	N. E.	N. E.	Fair A. M.; cloudy P. M.
	6	24	32	25	27	29.936	29.838	29.991	0	8	6	0	0	N. E.	N. W.	N. W.	N. W.	N. W.	Stormy and cloudy.
	7	11	17	8	12	29.092	29.320	29.568	8	4	0	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
☼	8	1	16	7	8	29.799	29.803	29.725	0	0	1	0	10	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
	9	24	28	36	29	29.442	29.106	29.936	10	10	10	10	10	S. W.	S. W.	S. W.	S. W.	S. W.	Rainy.
	10	18	14	6	13	29.373	29.565	29.665	0	2	1	0	4	N. W.	N. E.	N. E.	N. E.	N. E.	Fair weather.
	11	6	17	9	10	29.676	29.623	29.685	10	5	4	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	Cloudy.
	12	4	25	17	25	29.753	29.690	29.729	0	0	0	0	0	S. W.	S. W.	N. W.	N. W.	N. W.	Cloudless.
	13	15	34	32	27	29.657	29.476	29.363	2	9	0	0	0	S. W.	S. W.	N. W.	N. W.	N. W.	Fair weather.
	14	15	18	14	16	29.567	29.535	29.642	3	1	8	5	5	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
	15	19	36	33	29	29.542	29.391	29.383	4	5	5	2	2	N. E.	N. E.	N. E.	N. E.	N. E.	Fair weather.
	16	25	30	20	25	29.521	29.545	29.611	2	2	2	2	2	N. E.	S. E.	S. E.	S. E.	S. E.	Fair weather.
☾	17	10	32	30	14	29.517	29.291	29.185	10	10	10	10	10	N. E.	N. W.	N. W.	N. W.	N. W.	C'dy A. M.; stormy P. M.
	18	22	23	15	20	29.292	29.304	29.362	1	0	1	0	1	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
	19	16	36	30	27	29.217	29.161	29.323	8	2	0	0	0	S. W.	N. W.	N. W.	N. W.	N. W.	Fair weather; snow sq's.
	20	32	42	38	37	29.371	29.318	29.220	0	2	2	2	2	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
	21	37	48	24	36	29.140	29.162	29.383	5	2	2	2	2	N. E.	N. E.	N. W.	N. W.	N. W.	Fair weather.
	22	10	16	5	11	29.555	29.615	29.725	2	0	0	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
☼	23	4	5	4	2	29.852	29.919	30.042	0	2	0	0	0	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather, cold't day.
	24	7	21	16	15	30.097	30.020	29.997	2	10	2	2	2	N. W.	N. W.	N. W.	N. W.	N. W.	Cloudy.
	25	12	25	25	19	29.950	29.882	29.865	5	6	2	2	2	N. W.	N. E.	N. E.	N. E.	N. E.	Hazy all day.
	26	16	27	26	23	29.840	29.784	29.686	4	5	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	Cloudy all day.
	27	27	32	29	27	29.521	29.326	29.136	5	9	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	C'dy A. M.; stormy P. M.
	28	27	31	24	27	28.891	28.823	28.876	10	3	3	3	3	N. E.	N. E.	N. E.	N. E.	N. E.	Stormy and cloudy.
	29	18	18	11	16	28.959	29.012	29.259	3	1	1	1	1	N. W.	N. W.	N. W.	N. W.	N. W.	Fair weather.
☾	30	14	25	10	10	29.531	29.517	29.506	3	4	3	3	3	N. W.	N. W.	N. W.	N. W.	N. W.	

## METEOROLOGICAL OBSERVATIONS—MARCH, 1868.

Moon's Phase.	Day of Month.	THERMOMETER.				BAROMETER.		CLOUDS.		WIND.		RAIN AND SNOW.		REMARKS.
		7 A. M.	3 P. M.	9 P. M.	Mean.	7 A. M.	9 P. M.	10. covered.	10. covered.	7 A. M.	9 P. M.	Hour Began.	Hour Ended.	
☾	1	9	17	18	12	29.375	29.375	0	4	N. W.	N. E.	1 1/2 p. m.	10 p. m.	Driving N. E. snow at m.
	2	12	7	7	9	29.924	29.690	10	10	N. E.	N. E.			
	3	4	11	2	4	29.040	29.133	10	3	N. W.	N. W.			
	4	2	27	16	21	29.286	29.375	10	3	N. W.	N. W.			
	5	16	33	19	23	29.765	29.801	0	0	N. W.	N. W.			
	6	8	34	34	25	30.005	29.891	8	10	N. W.	S. W.			
☉	7	38	46	40	41	29.675	29.619	10	7	S. W.	S. W.			
	8	42	48	42	44	29.542	29.491	8	6	S. W.	S. W.			
	9	33	48	40	40	29.670	29.716	0	2	N. W.	N. W.			
	10	40	47	44	44	29.644	29.456	5	9	N. W.	S. W.			
	11	39	47	44	33	29.662	29.538	5	2	N. W.	S. W.	8 p. m.	9 a. m.	Rain from S. W. Blue birds and robin ap- peared.
	12	21	35	34	30	29.912	29.740	10	1	N. E.	S. W.			
	13	41	49	41	43	29.205	29.119	10	8	S. W.	S. W.			
	14	41	51	41	44	29.227	29.274	3	5	W.	N. W.			
☾	15	41	65	48	48	29.365	29.356	9	3	N. E.	S. W.	1 p. m.	2 p. m.	Shower, Puss Willow in Rain.
	16	42	47	44	44	29.492	29.451	10	10	N. E.	N. E.	1 a. m.		Rain.
	17	38	53	51	47	29.373	29.292	10	10	N. E.	S. W.			
	18	46	64	35	45	29.267	29.332	10	2	N. W.	N. W.		8 a. m.	
	19	28	42	33	34	29.613	29.572	0	0	N. W.	N. E.			
	20	26	41	32	34	29.585	29.462	0	8	N. E.	N. E.			Aurora Borealis, 9 P. M. Hazy, P. M.
	21	28	23	31	29	29.869	29.641	10	10	N. E.	N. E.	2 a. m.	4 p. m.	Furious snow storm.
	22	28	33	29	30	29.871	29.018	6	2	N. W.	N. W.			
	23	26	42	38	35	29.291	29.195	8	2	N. W.	N. W.			
	24	34	40	29	31	29.175	29.325	1	1	N. E.	N.			
	25	26	38	31	32	29.664	29.575	5	3	N. E.	N. E.			
	26	27	38	32	32	29.594	29.575	3	0	N. E.	N. E.			
	27	35	54	41	43	29.388	29.262	1	1	N. W.	N. W.			
	28	36	63	35	41	29.245	29.309	0	1	N. E.	N. E.			Clear.
	29	31	49	31	37	29.593	29.654	0	0	N. E.	N. E.			Snow gone, except where Frogs peep. [drifted.
	30	25	44	32	34	29.764	29.662	2	5	N. E.	S. W.			
☾	31	31	53	40	41	29.423	29.292	4	4	N. E.	N. E.			
Means,	28	40	32	33	33	29.437	29.435	4	3.	Amounts.		2.82		8 1/2



## METEOROLOGICAL OBSERVATIONS—APRIL, 1868.

Phases of the month.	THERMOMETER.				BAROMETER.			CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.
					Cor. and Red. to 32°.			10—covered.			Direction and Force.			Hour Began. Hour Ended. Inches Rain & Melted Snow.			
	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	
1 Moon ☾	35	64	65	31	29.183	29.081	29.066	0	0	1	N. E.	N. W.	N. W.	2 p. m.	5 p. m.	.22	Thunder storm.
2	49	59	43	30	29.072	28.961	29.057	8	10	5	N. W.	S. W.	N. W.	—	—	—	
3	32	44	38	38	29.253	29.260	29.265	1	1	0	N. W.	N. W.	N. W.	—	—	—	
4	30	36	35	37	29.131	29.075	29.118	2	10	7	N. W.	N. W.	S. W.	12 p. m.	3 p. m.	.16	
5	30	28	22	26	28.993	29.136	29.359	5	4	0	N. W.	N. W.	N. W.	—	—	—	Dandelion in blossom.
6	23	33	32	29	29.454	29.443	29.420	0	1	1	S. W.	N. W.	S. W.	6 a. m.	—	—	
7	31	31	32	31	29.383	29.046	29.436	10	10	10	S. E.	S. E.	N. E.	5 p. m.	7 p. m.	1.77	
8	31	36	26	31	28.791	28.966	29.183	0	2	0	S. W.	N. W.	N. W.	—	12 p. m.	1.40	
9	21	30	26	25	29.627	29.653	29.616	0	3	0	N. W.	N. W.	N. W.	8 a. m.	—	—	Aurora 9 P. M.
10	24	26	27	25	29.739	29.581	29.431	10	10	10	N. W.	N. W.	N. W.	—	—	—	
11	26	30	37	31	29.307	29.277	29.255	10	2	10	N. W.	N. W.	N. W.	—	—	—	
12	41	21	29	33	29.170	29.300	29.421	8	10	10	N. W.	N. W.	N. W.	—	—	—	
13	21	33	31	28	29.585	29.595	29.685	0	0	0	N. W.	N. W.	N. W.	7 p. m.	—	—	Cowslip in blossom. Wind flower in blossom.
14	23	44	36	34	29.792	29.662	29.572	0	8	10	N. W.	N. W.	S. W.	—	—	.08	
15	46	60	66	64	29.360	29.323	29.331	8	10	10	N. W.	N. W.	S. W.	6 a. m.	2 a. m.	.37	
16	56	60	60	68	29.269	29.238	29.181	3	10	10	N. W.	S. W.	S. W.	—	1 a. m.	—	
17	59	62	64	68	29.226	29.173	29.234	10	9	2	N. W.	N. W.	N. W.	—	—	—	Liverwort in blossom. Lunar halo 9 P. M. Violet in blossom. Bloodroot in blossom.
18	49	44	39	44	29.292	29.425	29.584	2	4	1	N. W.	N. W.	N. W.	—	—	—	
19	38	56	47	47	29.778	29.703	29.716	1	5	5	S. W.	S. W.	S. W.	—	—	—	
20	43	45	43	43	29.562	29.484	29.417	10	10	10	N. E.	N. E.	N. E.	8 a. m.	6 a. m.	.92	
21	50	53	49	50	29.443	29.457	29.473	10	10	5	N. E.	N. E.	N. E.	—	—	—	Cowslip in blossom. Wind flower in blossom.
22	46	63	55	54	29.604	29.512	29.582	0	0	0	N. W.	N. W.	N. W.	—	—	—	
23	49	67	34	60	29.454	29.290	29.692	2	8	2	S. W.	S. W.	N. W.	3 p. m.	5 p. m.	.10	
24	34	51	41	43	29.831	29.763	29.759	0	1	1	S. W.	N. W.	N. W.	6 a. m.	4 p. m.	.36	
25	35	38	34	35	29.700	29.640	29.600	10	10	10	S. W.	S. W.	N. W.	—	—	—	Liverwort in blossom. Lunar halo 9 P. M. Violet in blossom. Bloodroot in blossom.
26	35	54	40	43	29.610	29.521	29.656	10	4	0	N. W.	N. W.	N. W.	—	—	—	
27	35	47	40	40	29.670	29.561	29.599	10	10	10	N. E.	N. E.	N. E.	4 p. m.	6 p. m.	.10	
28	39	54	45	46	29.652	27.641	29.691	2	3	3	N. E.	N. W.	S. W.	11 p. m.	12 p. m.	—	
29	41	58	44	47	29.720	29.625	29.486	8	10	10	N. E.	N. E.	N. E.	11 p. m.	—	.21	Bloodroot in blossom.
30	40	64	50	54	29.237	29.098	29.118	10	2	5	N. E.	S. W.	S. W.	5 p. m.	6 p. m.	.1	

No.	Time	Cor. and Red. to 22°.				10—avered.				Direction and Force.			Hour Began.	Hour Ended.	Inches Melted Snow.	Inches Snow.	REMARKS.
		7 A. M.	2 P. M.	9 P. M.	12 M.	7 A. M.	2 P. M.	9 P. M.	12 M.	7 A. M.	2 P. M.	9 P. M.					
1	45	29.317	29.424	29.526	2	6	0	0	0	N. W.	N. E.	N. E.	6½ a. m.	4½ p. m.	-	-	Snow from 5 to 8 A. M. Tulips in blossom. Pyrus Japonica in bloss. Cherries in blossom. Humming bird.
2	44	29.626	29.489	29.489	10	10	10	10	10	N. E.	E.	E.	-	-	-	-	
3	40	29.382	29.404	29.398	0	0	0	0	0	N. E.	E.	E.	-	-	-	-	
4	47	29.450	29.393	29.336	2	2	7	10	10	W.	W.	W.	-	-	-	-	
5	47	29.285	29.188	29.139	1	7	10	10	10	S. W.	S. W.	N.	-	-	-	-	
6	47	29.241	29.146	29.164	10	9	10	10	10	N. E.	N. E.	N. E.	1 a. m.	2 a. m.	-	-	
7	45	29.127	29.064	29.035	10	10	10	10	10	N. E.	N.	N.	7 p. m.	9 p. m.	.05	-	
8	34	28.983	29.002	29.137	10	8	0	0	0	E.	S. W.	W.	6 p. m.	10 a. m.	.75	-	
9	45	29.225	29.189	29.309	0	3	5	5	5	W.	W.	W.	-	-	-	-	
10	52	29.387	29.420	29.563	3	5	0	0	0	E.	E.	E.	-	-	-	-	
11	44	29.626	29.630	29.683	10	3	0	0	0	E.	E.	E.	-	-	-	-	
12	50	29.691	29.624	29.703	0	5	0	0	0	E.	N. E.	N. E.	3 p. m.	-	-	-	
13	49	29.586	29.493	29.349	10	10	10	10	10	N. E.	N. E.	N. E.	8 a. m.	6½ a. m.	2.18	-	
14	59	29.203	29.236	29.381	10	10	0	0	0	-	N. E.	N. E.	2 p. m.	8 p. m.	.14	-	
15	50	29.491	29.524	29.470	10	10	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	
16	56	29.423	29.375	29.371	5	10	7	10	7	N. E.	E.	E.	4 a. m.	-	-	-	
17	57	29.336	29.148	29.283	8	8	10	10	10	S.	S. W.	S. W.	-	-	-	-	
18	54	29.169	29.104	29.209	10	10	10	10	10	N. E.	N. N.	N.	-	-	-	-	
19	49	29.367	29.435	29.491	10	10	10	10	10	N. E.	N. E.	N. E.	12 m.	7 a. m.	-	-	
20	49	29.558	29.506	29.458	10	10	10	10	10	N. E.	N. E.	N. E.	4 p. m.	2 p. m.	-	-	
21	49	29.104	28.976	29.026	10	10	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	
22	56	29.194	29.542	29.348	7	9	10	10	10	S. W.	S. W.	S. W.	-	4 p. m.	*3.6	-	
23	49	29.424	29.406	29.319	10	10	10	10	10	N. E.	N. E.	N. E.	2½ p. m.	-	-	-	
24	46	29.192	29.202	29.236	10	10	10	10	10	N. E.	N. E.	N. E.	5 p. m.	11 a. m.	-	-	
25	52	29.269	29.268	29.351	10	10	8	10	8	S. E.	E.	E.	-	-	-	-	
26	54	29.401	29.388	29.422	10	9	10	10	10	N. E.	N. E.	E.	3½ a. m.	10½ a. m.	+1.38	-	
27	54	29.414	29.315	29.301	10	3	0	0	0	E.	S. E.	S. E.	-	8 a. m.	-	-	
28	56	29.299	29.272	29.308	8	2	3	3	3	S. W.	S.	S. W.	-	-	-	-	
29	58	29.356	29.348	29.328	10	10	10	10	10	S.	E.	E.	-	-	-	-	
30	53	29.294	29.283	29.338	10	10	10	10	10	N. E.	S. W.	S. W.	1 p. m.	8 a. m.	.74	-	
31	64	29.283	29.280	29.351	0	4	0	0	0	S. W.	S. W.	S. W.	-	-	-	-	
Means,	54	29.516	29.325	29.347	7.	7.	6.	6.	6.				Amount,		8.30	-	

† Since Saturday.

\* Since noon-day.

## METEOROLOGICAL OBSERVATIONS—JUNE, 1868.

Moon's Phases.	Days of the month.	THERMOMETER.				BAROMETER.			CLOUDS.		WIND.			RAIN AND SNOW.				REMARKS.	
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	10—covered.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Rain & Melted Snow.			
1		56	70	62	63	29.231	29.388	29.398	1	7	9	S. W.	S. W.	W.	8½ p. m.	11 p. m.	-	-	
2		58	67	55	60	29.450	29.375	29.460	2	5	6	N. W.	N. W.	N. E.	-	-	-	-	
3		52	67	54	58	29.571	29.594	29.677	2	4	8	N. E.	N. E.	-	-	-	-	-	
4		54	68	55	59	29.768	29.731	29.784	0	2		N. W.	S. E.	S. E.	-	-	-	-	
5		52	64	61	59	29.761	29.669	29.664	9	10	10	N.	S. E.	S. E.	-	-	-	-	
6		65	76	68	70	29.446	29.416	29.608	10	6	9	S. W.	S. W.	S. W.	-	-	-	-	
7		66	66	54	62	29.478	29.531	29.617	10	10	10	S. W.	N. E.	N. E.	7½ a. m.	9½ a. m.	-	-	
8		56	70	64	63	29.617	29.546	29.516	10	3	1	N. W.	N. E.	S.	2 p. m.	8½ a. m.	.11	.16	Thunder storm.
9		63	63	60	62	29.472	29.441	28.484	8	10	9	S.	S. W.	N. W.	1 p. m.	6 p. m.	-	-	
10		57	67	61	62	29.623	29.591	29.621	2	2	3	N. W.	N. W.	N. E.	-	-	-	-	
11		56	53	49	53	29.637	29.595	29.441	10	10	10	N. E.	N. E.	N. E.	10 a. m.	12 p. m.	1.95	-	
12		52	58	59	57	29.299	29.213	29.233	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	
13		66	77	68	70	29.386	29.423	29.488	3	1	5	N. W.	N. W.	N. W.	-	-	-	-	
14		62	78	66	68	29.589	29.548	29.561	2	9	1	S. E.	S.	S.	-	-	-	-	
15		66	80	68	71	29.574	29.492	29.468	0	2	2	S. W.	S. W.	S. W.	-	-	-	-	
16		66	76	69	67	29.444	29.365	29.370	10	3	10	S.	S.	-	-	-	-	-	
17		68	77	69	71	29.388	29.355	29.357	10	4	10	S. E.	E.	E.	8 a. m.	10 a. m.	-	-	
18		66	76	72	71	29.398	29.355	29.325	10	10	9	N. E.	N. E.	-	-	-	-	-	
19		67	82	73	74	29.260	29.194	29.124	10	7	1	W.	S. W.	S. W.	-	-	-	-	
20		74	87	78	78	29.100	29.054	29.114	2	1	3	W.	W.	W.	-	-	-	-	
21		73	71	60	68	29.112	29.267	29.341	10	10	10	N. E.	N. E.	N. E.	1 p. m.	1½ p. m.	.86	-	
22		58	58	56	57	29.338	29.351	29.323	10	10	10	N. E.	N. E.	-	-	-	-	-	
23		57	70	63	63	29.326	29.333	29.414	10	4	9	N.	N.	N. W.	-	-	-	-	
24		60	68	59	62	29.490	29.498	29.554	2	5	-	E.	N. E.	N. W.	-	-	-	-	
25		61	75	64	67	29.630	29.575	29.536	0	2	2	W.	S. W.	S. W.	-	-	-	-	
26		69	74	69	71	29.474	29.400	29.347	4	7	8	W.	W.	W.	-	-	-	-	
27		68	82	75	75	29.275	29.209	29.207	2	1	5	W.	W.	S. W.	-	-	-	-	
28		60	75	67	67	29.316	29.297	29.388	2	5	-	N. E.	N. E.	N. E.	-	-	-	-	
29		63	75	63	63	29.512	29.535	29.483	2	5	0	N. E.	N. E.	-	-	-	-	-	
30		63	76	64	67	29.644	29.603	29.626	3	4	6	E.	S. W.	S. W.	-	-	-	-	

## METEOROLOGICAL OBSERVATIONS—JULY, 1868.

THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.		
Cur. and Red. to 29°.				10—covered.				Direction and Force.				Hour Began.				Hour Ended.					Inches Rain & Melted Snow.	
7 A. M.	9 P. M.	9 P. M.	Mean.	7 A. M.	9 P. M.	9 P. M.	Mean.	7 A. M.	9 P. M.	9 P. M.	Mean.	7 A. M.	9 P. M.	9 P. M.	Mean.	7 A. M.	9 P. M.	9 P. M.	Mean.			
66	72	68	68	29.616	29.656	29.591	9	8	9	9	8	S.	W.	W.	—	—	—	—	—	Thunder at 6 P. M.		
69	82	75	76	29.608	29.660	29.549	6	2	8	8	6	S.	W.	S. W.	—	—	—	—	—	Thunder storm at 3 P. M. [and 6 P. M.]		
73	76	86	79	29.640	29.404	29.504	6	3	8	8	6	S. W.	S. W.	S. W.	—	—	—	—	—			
77	80	79	82	29.610	29.428	29.429	2	1	0	0	2	—	—	—	—	—	—	—	—	—		
76	90	78	81	29.405	29.341	29.374	8	5	8	8	6	—	S. W.	N. W.	—	—	—	—	.30			
71	75	60	69	29.555	29.550	29.541	3	8	9	9	8	N. E.	N. E.	N. E.	—	—	—	—	—			
61	75	68	68	29.510	29.395	29.350	3	6	9	9	6	N. E.	S. W.	S. W.	—	—	—	—	—			
70	77	69	72	29.362	29.342	29.398	10	10	10	10	10	N. E.	N. E.	N. E.	—	—	—	—	.01			
65	69	64	66	29.454	29.446	29.454	10	10	2	9	10	N. E.	N. E.	S. W.	—	—	—	—	.02			
62	80	72	75	29.502	29.450	29.415	10	2	9	9	10	N. W.	N. W.	S. W.	—	—	—	—	—			
76	88	78	80	29.425	29.377	29.372	5	4	2	2	4	S. W.	N. W.	N. W.	—	—	—	—	—			
91	83	83	84	29.382	29.341	29.371	4	2	0	0	2	N. W.	N. W.	N. W.	—	—	—	—	—			
79	88	82	83	29.387	29.386	29.431	2	3	10	10	10	N. E.	N. E.	N. E.	—	—	—	—	—	Thunder and lightning [at 8½ P. M.]		
79	88	78	82	29.450	29.399	29.409	8	3	10	10	10	N. E.	N. E.	S. W.	—	—	—	—	—			
77	92	81	83	29.317	29.214	29.206	2	2	10	10	10	S. W.	N. E.	S. W.	—	—	—	—	—			
83	69	77	77	29.224	29.304	29.367	4	2	1	1	2	N. E.	N. E.	N. E.	—	—	—	—	—			
64	79	70	71	29.446	29.412	29.410	10	2	1	1	2	N. E.	N. E.	S. W.	—	—	—	—	—			
68	85	72	75	29.401	29.342	29.357	1	2	0	0	2	S. W.	S. W.	S. W.	—	—	—	—	—			
71	85	75	77	29.360	29.322	29.375	3	9	10	10	10	S. W.	N. E.	N. E.	—	—	—	—	.07	Thunder and lightning. Drizzly.		
71	78	64	71	29.558	29.535	29.501	10	10	10	10	10	N. E.	N. E.	N. E.	—	—	—	—	—			
75	75	71	72	29.458	29.415	29.377	10	8	10	10	10	N. E.	S. W.	S. W.	—	—	—	—	—			
73	82	75	77	29.480	29.229	29.250	9	6	4	4	6	S. W.	S. W.	S. W.	—	—	—	—	—			
64	74	64	67	29.375	29.347	29.360	10	4	8	8	10	N. E.	N. E.	N. E.	—	—	—	—	—			
63	67	69	66	29.361	29.330	29.285	10	10	10	10	10	N. E.	N. E.	N. E.	—	—	—	—	.68			
68	73	70	70	29.195	29.207	29.247	10	10	2	0	2	S. E.	N. E.	N. E.	—	—	—	—	—			
69	75	66	70	29.398	29.393	29.443	3	9	0	0	0	N. W.	N. W.	N. W.	—	—	—	—	—			
61	79	68	69	29.487	29.445	29.455	10	4	9	9	10	—	N. W.	N. W.	—	—	—	—	—			
67	75	69	70	29.474	29.463	29.438	10	10	10	10	10	W.	N. W.	N. W.	—	—	—	—	—			
64	76	66	69	29.492	29.470	29.481	10	8	8	8	10	—	S. W.	S. W.	—	—	—	—	—			
67	75	71	71	29.481	29.435	29.453	10	5	10	10	10	S. W.	S. W.	S. W.	—	—	—	—	—	Thunder and lightning.		
70	80	74	75	29.433	29.332	29.274	10	9	9	9	10	S. W.	S. W.	S. W.	—	—	—	—	—			
Means,	68	80	71	74	29.433	29.396	29.422	6.	5.	6.	5.	Amount.				Amount.				1.08		

## METEOROLOGICAL OBSERVATIONS—AUGUST, 1868.

Phases. Moon's	Days of the month.	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
						Cor. and Red. to 32°.				10=covered.				Direction and Force.								
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.	
	1	74	81	72	76	29.205	29.127	29.092	7	7	9		W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	2	77	79	76	77	29.082	29.069	29.114	2	6	8		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
☾	3	73	83	73	78	29.185	29.264	29.372	7	3	8		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	4	70	68	68	68	29.418	29.436	29.558	10	10	9		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	5	66	68	66	67	29.561	29.598	29.591	10	10	9		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	6	62	72	65	66	29.612	29.588	29.551	8	8	4		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	7	65	70	63	66	29.479	29.433	29.404	10	2	5		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	8	62	72	70	68	29.412	29.270	29.242	10	10	5		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	9	70	76	71	72	29.255	29.222	29.262	10	5	10		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	10	69	75	67	70	29.370	29.400	29.431	2	4	3		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
☾	11	68	69	61	66	29.438	29.415	29.350	6	10	10		S. E.	S. W.	S. W.	S. W.	-	-	-	-	-	
	12	62	71	60	64	29.281	29.235	29.393	8	4	0		N. E.	N. W.	N. W.	N. W.	-	-	-	-	-	
	13	58	71	67	63	29.465	29.413	29.449	0	3	1		N. W.	N. W.	N. W.	N. W.	-	-	-	-	-	
	14	64	74	64	67	29.474	29.443	29.448	1	2	0		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	15	63	77	70	70	29.469	29.388	29.367	1	4	10		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	16	66	62	61	63	29.353	29.393	29.471	10	3	0		W.	N. W.	N. W.	N. W.	-	-	-	-	-	
	17	54	70	63	62	29.600	29.593	29.641	3	3	0		-	W.	W.	W.	-	-	-	-	-	
	18	63	72	68	67	29.654	29.635	29.601	3	4	8		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	19	70	79	73	74	29.413	29.417	29.418	10	5	10		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	20	72	75	71	73	29.385	29.347	29.555	10	10	8		S. W.	W.	W.	W.	-	-	-	-	-	
	21	69	77	68	71	29.426	29.448	29.521	3	9	4		N. W.	N. E.	N. E.	N. E.	-	-	-	-	-	
	22	63	75	63	67	29.546	29.533	29.621	1	1	3		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	23	65	79	66	70	29.490	29.442	29.441	1	1	0		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	24	61	79	70	70	29.427	29.398	29.395	4	7	2		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	25	64	80	77	70	29.476	29.448	29.480	1	3	2		W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	26	67	87	72	72	29.508	29.470	29.460	4	9	1		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	27	68	69	56	64	29.676	29.643	29.712	10	2	0		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	28	61	70	61	61	23.778	29.656	29.616	1	2	0		N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	
	29	64	77	70	70	29.669	29.623	29.383	10	5	0		W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	30	72	82	71	75	29.391	29.327	29.420	6	8	8		S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	
	31	66	76	68	70	29.491	29.458	29.438	2	1	10		N. E.	S. E.	S. E.	S. E.	-	-	-	-	-	
																		4 p. m.	5½ p. m.	-	.24	Thunder st'm at 4 P. M.

## METEOROLOGICAL OBSERVATIONS—SEPTEMBER, 1868.

Days of Month	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.	
	Cor. and Red. to 32°.				In-covered.				Direction and Force.				Hour				Inches					
	7 A. M.	9 P. M.	Mean.		7 A. M.	9 P. M.	Mean.		7 A. M.	9 P. M.	Mean.		7 A. M.	9 P. M.	Mean.		Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.		
☉	1	72	80	67	73	29.277	29.249	29.365	10	7	1	S. W.	W.	W.	N. E.	N. E.	W.	-	-	-	-	
	2	65	70	62	66	29.489	29.553	29.606	4	4	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	3	61	67	59	62	29.702	29.701	29.674	9	9	9	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	4	60	68	62	63	28.574	29.468	29.421	10	0	0	-	W.	W.	N. W.	N. W.	N. W.	1 a. m.	7 a. m.	-	2.46	
	5	63	72	62	66	29.381	29.320	29.355	10	0	0	-	W.	W.	N. W.	N. W.	N. W.	-	-	-	-	
	6	65	70	63	66	29.416	29.393	29.385	5	4	10	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.	3 a. m.	4½ p. m.	-	.84	Showery.
	7	68	72	63	68	29.310	29.292	29.305	10	7	0	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.	-	-	-	-	
	8	61	69	67	62	29.470	29.441	29.462	0	1	0	N. E.	E.	E.	-	-	-	1½ p. m.	2½ p. m.	-	.07	Showery.
☾	9	59	66	65	63	29.412	29.355	29.385	8	10	10	E.	W.	W.	-	-	-	4 a. m.	2 a. m.	-	.86	Showery.
	10	66	72	66	68	29.393	29.382	29.438	10	10	10	S.	-	-	S. W.	S. W.	S. W.	8 p. m.	3½ a. m.	-	.05	Showery.
	11	67	76	74	72	29.481	29.480	29.510	10	10	6	-	N. E.	N. E.	N. E.	N. E.	N. E.	6 p. m.	3 a. m.	-	.24	Showery.
	12	70	69	68	68	29.541	29.523	29.506	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	4 p. m.	3 a. m.	-	.29	Showery.
	13	64	77	71	71	29.436	29.367	29.398	10	6	4	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	14	62	67	67	62	29.742	29.478	29.607	3	4	0	S. E.	S. E.	S. E.	S. E.	S. E.	S. E.	-	-	-	-	
●	15	55	66	65	59	29.667	29.605	29.560	3	1	10	S. E.	S. W.	N. W.	S. W.	N. W.	N. W.	-	-	-	-	Fog and drizzle.
	16	67	65	63	58	29.376	29.271	29.369	10	9	0	N. W.	N. W.	N. W.	S. W.	N. W.	N. W.	-	-	-	-	
	17	41	56	48	48	29.549	29.507	29.596	3	6	0	-	-	-	S. W.	S. W.	S. W.	-	-	-	-	
	18	40	58	48	48	29.760	29.720	29.755	0	3	0	-	-	-	S. W.	S. W.	S. W.	-	-	-	-	
	19	45	63	53	53	29.749	29.730	29.770	0	4	10	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.	4 p. m.	10½ p. m.	-	.37	
	20	64	63	60	59	29.608	29.414	29.321	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	21	49	57	45	50	29.441	29.427	29.446	4	0	0	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
☾	22	43	57	51	50	29.512	29.470	29.465	1	8	8	E.	E.	E.	E.	E.	E.	4 a. m.	8 p. m.	-	.35	
	23	53	63	68	58	29.409	29.336	29.450	10	10	9	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	7½ p. m.	-	-	-	
	24	51	56	51	52	29.638	29.600	29.555	8	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	25	49	53	54	52	29.404	29.326	29.334	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	9½ p. m.	6 a. m.	-	2.18	
	26	59	63	66	59	29.366	29.432	29.495	9	8	9	W.	W.	W.	W.	W.	W.	-	-	-	-	
	27	49	53	51	51	29.473	29.416	29.399	10	10	10	N. E.	N. E.	N. E.	N. E.	N. E.	N. E.	-	-	-	-	
	28	55	68	58	60	29.326	29.340	29.316	10	3	0	S. W.	W.	W.	W.	W.	W.	-	-	-	-	
	29	52	58	46	52	29.384	29.341	29.463	0	3	0	S. W.	W.	W.	W.	W.	W.	-	-	-	-	
	30	44	58	56	53	29.542	29.440	29.447	1	9	9	S. W.	S. W.	S. W.	S. W.	S. W.	S. W.	-	-	-	-	
Means.		56	64	57	59	29.495	29.443	29.473	6.	6.	6.							Amount,			8.60	-

## WEATHER AND WIND, 1867-8.

WEATHER AND WIND.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Number of days clear, . . . .	2	0	1	2	2	2	2	0	0	0	0	0	11
Number of days cloudy, . . . .	29	30	30	29	27	29	28	31	30	31	31	30	355
Number of days rainy, . . . .	11	19	12	10	9	9	16	17	9	11	11	15	149
Number of days N. wind, . . . .	7	7	4	3	2	3	2	2	2	0	0	1	33
Number of days N. W. wind, . . . .	11	11	19	21	20	17	17	1	8	6	5	3	139
Number of days W. wind, . . . .	5	7	9	7	1	2	9	3	4	3	9	5	64
Number of days S. W. wind, . . . .	12	18	10	6	8	10	12	7	9	16	19	10	137
Number of days S. wind, . . . .	2	6	0	0	0	1	0	3	5	2	0	1	20
Number of days S. E. wind, . . . .	3	2	0	0	1	0	1	2	4	2	0	1	16
Number of days E. wind, . . . .	3	1	0	0	0	0	0	9	2	0	0	6	21
Number of days N. E. wind, . . . .	11	9	8	9	9	15	8	16	11	11	11	11	129

## REMARKS.

By clear days is meant days entirely clear; i. e., no cloud whatever being visible.  
 By rainy days, that more or less rain (or snow) fell, without any reference to quantity.

## SUMMARY OF METEOROLOGICAL OBSERVATIONS, 1867-8.

AVERAGE FOR	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	Septem'r.	Year.
Thermometer, . . . . .	7 A. M.	45	35	19	18	14	28	37	54	61	68	65	42
	2 P. M.	53	42	28	25	25	40	46	59	71	80	74	51
	9 P. M.	60	37	22	19	19	32	40	52	63	71	67	43
	daily,	51	38	23	21	19	33	41	53	65	74	69	45
Barometer, . . . . .	7 A. M.	29.442	28.882	29.424	29.426	29.521	29.437	29.458	29.516	29.453	29.433	29.379	29.406
	2 P. M.	29.389	28.844	29.671	29.342	29.517	29.435	29.382	29.325	29.431	29.396	29.354	29.377
	9 P. M.	29.419	28.868	29.410	29.376	29.506	29.453	29.433	29.347	29.447	29.422	29.377	29.381
	daily,	29.417	28.865	29.468	29.381	29.515	29.442	29.424	29.396	29.444	29.417	29.370	29.384
Cloudiness, . . . . .	7 A. M.	4.	6.	5.	5.	3.	4.	5.	7.	5.	6.	5.	5.
	2 P. M.	5.	6.	5.	5.	4.	4.	5.	7.	5.	5.	6.	5.
	9 P. M.	4.	6.	5.	5.	3.	3.	4.	6.	5.	6.	5.	5.
	daily,	4.	6.	5.	5.	3.	4.	5.	7.	5.	6.	6.	5.
Inches Rain and Snow Water,	3.79	2.19	2.07	3.27	1.53	2.82	5.18	8.3	3.08	1.08	3.57	8.6	45.48
" Snow, . . . . .	-	1.7	14.75	27.	8.75	8.5	16.75	-	-	-	-	-	77.45



## METEOROLOGICAL OBSERVATIONS—FEBRUARY, 1868.

Days of Month's Phases.	THERMOMETER.	BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.				
		Cor. and Red. to 32°.				10=covered.				Direction and Force.				Inches Rain & Snow.								
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	Hour Began.	Hour Ended.	Inches Rain & Snow.	Inches Snow.					
☾	1	7	27	18	17	29.953	29.919	29.854	0	1	0	0	0	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	2	10	30	23	21	29.683	29.531	29.487	1	10	0	0	0	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Hazy P. M.; lunar halo
	3	3	6	-3	3	29.617	29.804	29.929	0	0	0	0	0	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Cloudless. [9 P. M.
	4	-1	21	12	18	29.740	29.597	29.708	8	6	0	0	0	S. W.	S. W.	N. E.	S. W.	—	—	—	—	Cloudy A. M.; fair P. M.
	5	-3	25	21	14	29.762	29.652	29.349	0	5	10	0	0	S. W.	N. W.	N. W.	N. W.	7 p. m.	7 a. m.	.62	4.75	Fair A. M.; cloudy P. M.
	6	24	32	25	27	28.936	28.838	28.991	0	8	6	0	0	N. E.	N. W.	N. W.	N. W.	—	—	—	—	Stormy and cloudy.
	7	11	17	8	12	29.092	29.320	29.568	8	4	0	0	1	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
☼	8	1	16	7	8	29.799	29.803	29.725	0	0	1	0	0	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	9	24	28	36	29	29.442	29.106	29.936	10	10	10	10	10	S. W.	S. W.	S. W.	S. W.	7½ a. m.	1 a. m.	.45	—	Rainy.
	10	18	14	6	13	29.373	29.565	29.665	0	2	1	1	1	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	11	5	17	9	10	29.676	29.623	29.685	10	5	4	0	0	N. E.	N. E.	N. E.	N. E.	—	—	—	—	Cloudless.
	12	4	25	17	25	29.753	29.690	29.729	0	0	0	0	0	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	13	15	34	32	27	29.657	29.476	29.363	2	9	0	0	0	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	14	15	18	14	16	29.567	29.535	29.642	3	1	8	5	5	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
☾	15	19	36	33	29	29.542	29.391	29.383	4	5	5	5	5	N. E.	N. E.	N. E.	N. E.	—	—	—	—	Fair weather.
	16	25	30	20	25	29.521	29.545	29.611	2	2	2	2	2	N. E.	S. E.	S. E.	S. E.	4 p. m.	—	—	—	C'dy A. M.; stormy P. M.
	17	10	32	30	14	29.517	29.291	29.185	10	10	1	0	1	N. W.	N. W.	N. W.	N. W.	—	—	.19	2.00	Fair weather.
	18	22	23	15	20	29.292	29.304	29.362	1	0	0	0	0	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather; snowsq's.
	19	16	36	30	27	29.217	29.161	29.323	8	2	0	0	0	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	20	32	42	38	37	29.371	29.318	29.220	0	2	2	2	2	S. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	21	37	48	24	36	29.140	29.162	29.383	5	2	2	0	0	N. E.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
	22	10	16	5	11	29.555	29.615	29.725	2	2	0	0	0	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather, cold't day.
☼	23	-4	5	4	2	29.852	29.919	30.042	0	2	0	0	0	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Cloudy.
	24	7	21	16	15	30.097	30.020	29.997	2	10	2	2	2	N. W.	N. W.	N. W.	N. E.	—	—	—	—	Hazy all day.
	25	12	25	19	19	29.950	29.882	29.865	5	5	2	0	0	N. W.	N. E.	N. E.	N. E.	—	—	—	—	Cloudy all day.
	26	16	27	26	23	29.840	29.784	29.686	4	5	9	10	10	N. E.	N. E.	N. E.	N. E.	—	—	—	—	C'dy A. M.; stormy P. M.
	27	29	32	23	27	29.521	29.326	29.136	5	9	10	10	10	N. E.	N. E.	N. E.	N. E.	—	—	—	—	Stormy and cloudy.
	28	27	31	24	27	28.891	28.823	28.876	10	3	3	3	3	N. E.	N. E.	N. E.	N. W.	—	—	.27	2.00	Fair weather.
	29	18	18	11	16	28.959	29.012	29.259	3	1	1	1	1	N. W.	N. W.	N. W.	N. W.	—	—	—	—	Fair weather.
Means,		14	25	19	19	29.521	29.517	29.506	3.	4.	3.	3.	3.	Amounts,				1.53	8.75			

## METEOROLOGICAL OBSERVATIONS—MARCH, 1868.

Moons Days of the month	THERMOMETER				BAROMETER				CLOUDS.		WIND.			RAIN AND SNOW.			REMARKS.
	7 A.M.	3 P.M.	9 P.M.	Mean.	7 A.M.	3 P.M.	9 P.M.	Cor. and Red. to 32°.	7 A.M.	3 P.M.	9 P.M.	Direction and Force.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.	
1	3	17	18	12	29.375	29.375	29.297	0	4	10	N.W.	N.W.	1 1/4 p.m.	10 p.m.	.55	-	Driving N.E. snow st'm.
2	12	7	7	9	28.924	28.690	28.860	10	10	10	N.E.	N.E.	-	-	-	4	
3	4	11	2	4	29.040	29.133	29.228	10	3	0	N.W.	N.W.	-	-	-	-	
4	2	27	16	21	29.286	29.375	29.580	1	3	0	N.W.	N.W.	-	-	-	-	
5	16	33	19	23	29.765	29.801	29.949	0	0	0	N.W.	N.W.	-	-	-	-	
6	8	34	34	25	30.005	29.891	29.780	8	10	10	N.W.	S.	-	-	-	-	
7	38	46	40	41	29.675	29.619	29.619	10	7	10	S.W.	S.W.	-	-	-	-	
8	42	48	42	44	29.642	29.491	29.667	8	6	0	S.W.	N.W.	-	-	-	-	
9	33	48	40	40	29.670	29.716	29.714	0	2	0	N.W.	N.W.	-	-	-	-	
10	40	47	44	44	29.644	29.456	29.456	6	9	10	N.W.	S.W.	-	-	-	-	
11	39	34	27	33	29.662	29.858	29.973	5	2	1	N.W.	N.	-	-	-	-	
12	21	35	34	30	29.912	29.740	29.555	1	9	10	N.E.	S.W.	8 p.m.	9 a.m.	.51	-	Rain from S. W. Blue birds and robin ap- [peared.]
13	41	41	41	43	29.205	29.119	29.160	10	8	2	S.W.	S.W.	-	2 p.m.	.06	-	Shower, Puss Willow in Rain. [blossom.]
14	41	61	41	44	29.227	29.274	29.357	4	3	5	W.	S.W.	1 p.m.	-	-	-	
15	41	66	48	48	29.365	29.356	29.436	9	5	1	N.W.	N.E.	1 a.m.	-	-	-	
16	42	47	44	44	29.492	29.451	29.559	10	10	10	N.E.	S.W.	-	8 a.m.	.87	-	Aurora Borealis, 9 P.M. Hazy, P.M.
17	38	53	51	47	29.373	29.292	29.292	10	10	10	N.E.	N.W.	-	-	-	-	Furious snow storm.
18	46	64	35	45	29.267	29.332	29.517	10	2	2	N.W.	N.E.	-	-	-	4 1/2	
19	28	42	33	34	29.613	29.572	21.667	0	0	1	N.W.	N.E.	-	-	-	-	
20	26	41	32	34	29.585	29.462	29.348	0	8	10	N.E.	N.E.	-	-	.83	-	
21	23	29	31	29	29.869	28.641	28.656	10	10	10	N.W.	N.W.	2 a.m.	4 p.m.	-	-	
22	28	33	29	30	29.871	29.018	29.250	6	2	1	N.W.	N.W.	-	-	-	-	
23	26	42	38	35	29.291	29.195	29.165	8	2	1	N.W.	N.W.	-	-	-	-	
24	34	40	29	31	29.175	29.325	29.541	1	1	0	N.E.	N.W.	-	-	-	-	
25	26	38	31	32	29.664	29.575	29.570	5	1	1	N.E.	N.	-	-	-	-	
26	27	38	32	32	29.594	29.575	29.535	3	1	0	N.E.	N.	-	-	-	-	
27	35	54	41	43	29.388	29.262	29.275	1	1	1	N.W.	N.W.	-	-	-	-	
28	36	63	35	41	29.275	29.309	29.462	0	1	0	N.E.	N.E.	-	-	-	-	
29	31	49	31	37	29.593	29.654	29.772	0	0	0	N.E.	N.E.	-	-	-	-	
30	25	44	32	34	29.764	29.662	29.575	2	5	5	N.E.	S.W.	-	-	-	-	Clear. Snow gone, except where Frogs peep. [drifted.]
31	31	53	40	41	29.423	29.292	29.252	4	4	0	N.E.	N.E.	-	-	-	-	
Means,	28	40	32	33	29.437	29.435	29.453	4.	4.	3.	Amounts.			2.82	8 1/2		

## METEOROLOGICAL OBSERVATIONS—APRIL, 1868.

Days of the month.	THERMOMETER.				BAROMETER.			CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.	
					Cor. and Red. to 32°.			10—covered.			Direction and Force.							
	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.		Inches Snow.
1	35	64	55	31	29.183	29.081	29.066	0	0	1	N. E.	N. W.	N. W.	2 p. m.	5 p. m.	—	—	Thunder storm.
2	49	59	43	30	29.072	28.961	29.057	8	10	5	N. W.	S. W.	N. W.	—	—	—	—	
3	32	44	38	38	29.253	29.260	29.265	1	1	0	N. W.	N. W.	N. W.	—	—	—	—	
4	30	36	35	37	29.131	29.075	29.118	2	10	7	N. W.	N. W.	N. W.	—	—	.16	—	
5	30	28	22	26	28.993	29.136	29.359	5	4	0	N. W.	N. W.	N. W.	12 p. m.	3 p. m.	—	—	
6	23	33	32	29	29.454	29.443	29.420	0	1	1	S. W.	W.	S. W.	6 a. m.	—	—	—	
7	31	31	32	31	29.383	29.046	29.436	10	10	10	S. E.	S. E.	N. E.	5 p.m.	2 a. m.	1.77	—	
8	31	36	26	31	28.791	28.966	29.183	0	2	0	S. W.	W.	W.	—	7 p. m.	—	—	
9	21	30	26	25	29.527	29.653	29.616	0	3	0	W.	N. W.	N. W.	8 a. m.	12 p. m.	1.40	—	Dandelion in blossom.
10	24	26	27	25	29.739	29.581	29.431	10	10	10	N. W.	N. W.	N. W.	—	—	—	—	
11	26	30	37	31	29.307	29.277	29.255	10	2	10	N. W.	W.	W.	—	—	—	—	
12	41	21	29	33	29.170	29.300	29.421	8	10	10	N. W.	N. W.	N. W.	—	—	—	—	
13	21	33	31	28	29.585	29.595	29.685	0	0	0	N. W.	N. W.	N. W.	7 p. m.	—	—	—	
14	23	44	36	34	29.792	29.662	29.572	0	8	10	N. W.	S. W.	S. W.	6 a. m.	2 a. m.	.08	—	
15	46	60	56	54	29.360	29.323	29.331	8	10	10	N. W.	N. W.	S. W.	—	—	—	—	
16	56	60	60	58	29.269	29.238	29.181	3	10	10	S. W.	S. W.	S. W.	—	1 a. m.	.37	—	Aurora 9 P. M.
17	59	62	54	58	29.226	29.173	29.234	10	9	2	S. W.	W.	W.	—	—	—	—	
18	49	44	39	44	29.292	29.425	29.584	2	4	1	S. W.	S. W.	S. W.	—	—	—	—	
19	38	56	47	47	29.778	29.703	29.716	1	5	5	S. W.	S. W.	S. W.	8 a. m.	—	—	—	
20	43	45	43	43	29.562	29.484	29.417	10	10	10	N. E.	N. E.	N. E.	—	6 a. m.	.92	—	
21	50	53	49	50	29.443	29.457	29.473	10	10	5	N. E.	N. E.	N. E.	—	—	—	—	
22	46	63	55	54	29.604	29.512	29.582	0	0	0	N. W.	N. W.	N. W.	3 p. m.	5 p. m.	.10	—	Cowslip in blossom.
23	49	67	34	50	29.454	29.290	29.692	2	8	2	S. W.	N. W.	N. W.	—	—	—	—	Wind flower in blossom.
24	34	51	41	43	29.831	29.763	29.759	0	1	1	W.	N. W.	N. W.	6½ a. m.	4 p. m.	.26	—	
25	35	38	34	35	29.700	29.640	29.600	10	10	10	S. W.	S. W.	N.	—	—	—	—	
26	35	54	40	43	29.610	29.521	29.656	10	4	0	N. W.	N. W.	N. W.	—	—	—	—	
27	35	47	40	40	29.670	29.551	29.599	10	10	10	N. E.	N.	N.	4 p. m.	6 p. m.	.10	—	Liverwort in blossom.
28	39	54	45	46	29.652	29.641	29.691	2	3	3	N. E.	N. W.	S. W.	11 p. m.	12 p. m.	—	—	Lunar halo 9 P. M.
29	41	58	44	47	29.720	29.625	29.486	8	10	10	N. E.	N. E.	N. E.	—	—	.21	—	Violet in blossom.
30	40	64	59	54	29.237	29.098	29.118	10	2	5	N. E.	S. W.	S. W.	5½ p.m.	4 p. m.	.1	—	Bloodroot in blossom.

Month's Progress.	Days of the Month.	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.	
		7 A.M.	2 P.M.	9 P.M.	Mean.	Cof. and Red. to 29°.	7 A.M.	9 P.M.	Mean.	7 A.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	Hour Began.	Hour Ended.	Inches of Rain.		Inches of Snow.
C	1	45	52	45	47	29.317	29.434	29.626	2	0	0	0	0	0	0	N. W.	N. E.	N. E.	6 1/2 a. m.	4 1/2 p. m.	—	—	Snow from 5 to 8 A. M. Tulips in blossom. Pyrus Japonica in blossom. Cherries in blossom. Humming bird.
	2	44	41	48	45	29.526	29.480	29.469	10	10	10	10	10	10	N. E.	E.	E.	—	—	—	—		
	3	49	51	58	52	29.382	29.404	29.398	10	9	0	0	0	0	N. E.	E.	E.	—	—	—	—		
	4	47	63	60	56	29.450	29.393	29.336	2	2	7	7	7	7	W.	W.	W.	—	—	—	—		
	5	47	65	46	52	29.285	29.188	29.139	1	7	10	10	10	10	S. W.	S. W.	N.	—	—	—	—		
	6	47	59	47	51	29.241	29.146	29.164	10	9	10	10	10	10	N. E.	N. E.	N. E.	1 a. m.	2 a. m.	—	—		
	7	45	49	42	45	29.127	29.064	29.035	10	10	10	10	10	10	N. E.	N.	N.	7 p. m.	2 p. m.	—	—		
	8	34	47	42	41	28.983	29.002	29.137	10	8	0	0	0	0	E.	S. W.	W.	6 p. m.	10 a. m.	.05	.75		
	9	45	53	50	51	29.225	29.189	29.309	0	3	0	0	0	0	W.	W.	—	—	—	—	—	—	
	10	52	56	47	51	29.387	29.420	29.563	3	5	5	5	5	5	E.	E.	E.	—	—	—	—		
	11	44	58	42	48	29.626	29.630	29.683	10	3	0	0	0	0	E.	E.	E.	—	—	—	—		
	12	50	63	48	53	29.691	29.624	29.703	0	5	0	0	0	0	E.	E.	E.	—	—	—	—		
	D	13	49	51	52	50	29.586	29.493	29.349	10	10	10	10	10	10	N. E.	N. E.	N. E.	3 p. m.	6 1/2 a. m.	—	—	
14		59	62	56	59	29.203	29.236	29.381	10	10	0	0	0	0	—	N. E.	N. E.	8 a. m.	3 1/2 p. m.	.14	2.18		
15		50	61	53	54	29.491	29.524	29.470	10	10	10	10	10	10	N. E.	N. E.	N. E.	2 p. m.	8 p. m.	—	—		
16		56	68	60	61	29.423	29.375	29.371	5	10	7	7	7	7	N. E.	E.	—	—	—	—	—	—	
17		57	69	59	61	29.336	29.148	29.283	8	8	10	10	10	10	S.	S. W.	S. W.	—	—	—	—		
18		54	57	50	53	29.169	29.104	29.209	10	10	10	10	10	10	N. E.	N.	N.	4 a. m.	—	—	—		
19		49	53	49	50	29.367	29.435	29.491	10	10	10	10	10	10	N. E.	N. E.	N. E.	12 m.	7 a. m.	—	—		
20		49	50	46	48	29.558	29.506	29.458	10	10	10	10	10	10	N. E.	N. E.	N. E.	4 p. m.	2 p. m.	—	—		
21		49	53	53	51	29.104	28.976	29.026	10	10	10	10	10	10	N. E.	N. E.	N. E.	—	4 p. m.	*3.6	—		
22		56	64	59	59	29.194	29.542	29.348	7	9	10	10	10	10	S. W.	S. W.	N. E.	—	—	—	—		
23		49	53	46	49	29.424	29.406	29.319	10	10	10	10	10	10	N. E.	N. E.	N. E.	2 1/2 p. m.	11 a. m.	—	—		
24		46	53	51	50	29.192	29.202	29.236	10	10	10	10	10	10	N. E.	N. E.	N. E.	5 p. m.	—	—	—		
25		52	61	58	57	29.269	29.268	29.351	10	10	8	8	8	8	S. E.	E.	—	—	10 1/2 a. m.	—	—	—	
26	54	63	55	57	29.401	29.388	29.422	10	9	10	10	10	10	N. E.	N. E.	E.	—	8 a. m.	+1.38	—			
27	54	73	58	61	29.414	29.315	29.301	10	3	0	0	0	0	E.	S. E.	S. E.	—	—	—	—			
28	56	75	60	63	29.299	29.272	29.398	8	2	3	3	3	3	S. W.	S.	S. W.	—	—	—	—			
29	58	68	61	62	29.356	29.348	29.328	10	10	10	10	10	10	S.	S.	E.	—	—	—	—			
30	53	64	63	60	29.294	29.293	29.378	10	10	10	10	10	10	N. E.	S. W.	S. W.	1 p. m.	8 a. m.	—	.74			
31	64	70	61	65	29.283	29.280	29.351	0	4	0	0	0	0	S. W.	S. W.	S. W.	—	—	—	—			
Means,	54	59	52	53	29.516	29.325	29.347	7.	7.	7.	6.	6.	6.	Amount,	Amount,	Amount,	8.30	Amount,	Amount,	Amount,	Amount,		

↑ Since noon-day.

↑ Since Saturday.

† Since Saturday.

\* Since noon-day.

## METEOROLOGICAL OBSERVATIONS—JUNE, 1868.

Moons Phase.	Days of the month.	THERMOMETER.				BAROMETER.				CLOUDS.			WIND.			RAIN AND SNOW.				REMARKS.
		Cor. and Red. to 32°.				10—covered.			Direction and Force.			Hour Began.	Hour Ended.	Inches Rain & Snow.	Inches Snow.					
		7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.									
1	56	70	62	63	63	29.231	29.388	29.398	1	7	9	S. W.	S. W.	W.	8½ p.m.	11 p.m.	-	-	-	
2	58	67	55	60	60	29.450	29.375	29.460	2	6	6	N. E.	N. E.	N. E.	-	-	-	-	-	
3	52	67	54	58	58	29.571	29.594	29.677	2	4	8	N. W.	N. W.	S. E.	-	-	-	-	-	
4	54	68	65	59	59	29.768	29.731	29.784	0	0	2	N. E.	S. E.	S. E.	-	-	-	-	-	
5	52	64	61	61	61	29.761	29.669	29.664	9	10	10	N. E.	S. E.	S. E.	-	-	-	-	-	
6	65	76	68	70	68	29.446	29.416	29.608	10	6	9	S. W.	S. W.	S. W.	-	-	-	-	-	
7	66	66	54	62	62	29.478	29.531	29.617	10	10	10	S. W.	N. E.	N. E.	7½ a.m.	9½ a.m.	-	-	-	
8	56	70	64	63	63	29.617	29.546	29.516	10	3	1	N. W.	N. E.	S.	2 p.m.	8½ a.m.	.11	-	-	
9	63	63	60	62	62	29.472	29.441	28.484	8	10	9	S. W.	S. W.	N. W.	1 p.m.	6 p.m.	.16	-	-	
10	57	67	61	62	62	29.623	29.591	29.621	2	2	3	N. W.	N. W.	N. E.	-	-	-	-	-	
11	56	63	49	53	53	29.637	29.595	29.441	10	10	10	N. E.	N. E.	N. E.	10 a.m.	12 p.m.	-	-	-	
12	52	68	59	57	57	29.299	29.213	29.233	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	-	
13	66	77	68	70	68	29.386	29.423	29.438	3	9	5	N. W.	N. W.	N. W.	-	-	-	-	-	
14	62	78	66	68	68	29.589	29.548	29.561	2	1	1	S. E.	S. W.	S.	-	-	-	-	-	
15	66	80	68	71	68	29.574	29.492	29.468	0	2	2	S. W.	S. W.	S. W.	-	-	-	-	-	
16	66	76	69	67	67	29.444	29.365	29.370	10	3	10	S. W.	S. W.	-	8 a.m.	10 a.m.	-	-	-	
17	68	77	69	71	71	29.398	29.355	29.357	10	4	10	S. E.	N. E.	E.	-	-	-	-	-	
18	66	76	72	72	71	29.398	29.355	29.325	10	10	9	N. E.	N. E.	N. E.	-	-	-	-	-	
19	67	82	73	74	74	29.260	29.194	29.121	10	7	1	W.	S. W.	S. W.	-	-	-	-	-	
20	74	87	78	78	78	29.100	29.054	29.114	2	1	3	W.	S. W.	S. W.	-	-	-	-	-	
21	73	71	60	68	68	29.112	29.267	29.341	10	10	10	N. E.	N. E.	N. E.	1 p.m.	1½ p.m.	.86	-	-	
22	58	68	56	67	67	29.338	29.351	29.323	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	-	
23	67	63	63	63	63	29.326	29.333	29.414	10	4	9	N.	N.	N. W.	-	-	-	-	-	
24	60	68	59	62	62	29.480	29.438	29.554	2	5	-	E.	N. E.	N. W.	-	-	-	-	-	
25	61	75	64	67	67	29.630	29.575	29.536	0	2	2	W.	S. W.	S. W.	-	-	-	-	-	
26	69	74	69	71	71	29.474	29.400	29.347	4	7	8	W.	W.	W.	-	-	-	-	-	
27	68	82	75	75	75	29.275	29.209	29.207	2	1	5	W.	W.	S. W.	-	-	-	-	-	
28	60	75	67	67	67	29.316	29.237	29.388	2	5	-	N. E.	N. E.	N. E.	-	-	-	-	-	
29	63	75	63	67	67	29.512	29.535	29.483	2	5	0	N. E.	N. E.	N. E.	-	-	-	-	-	
30	63	76	64	67	67	29.644	29.603	29.626	3	4	6	E.	S. W.	S. W.	-	-	-	-	-	

Thunder storm.

## METEOROLOGICAL OBSERVATIONS—JULY, 1868.

Day & Night.	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
	T. A. M.	3 P. M.	9 P. M.	Mean.	T. A. M.	3 P. M.	9 P. M.	Mean.	10—covered.	T. A. M.	3 P. M.	9 P. M.	Mean.	7 A. M.	3 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.	
1	65	72	68	68	29.816	29.885	29.661	29.787	9	10	3	8	9	S.	W.	W.	-	-	-	-	Thunder at 6 P. M.
2	66	82	76	76	29.608	29.650	29.643	29.634	6	2	8	8	8	S.	W.	S. W.	-	-	-	-	Thunder storm at 3 P. M. [and 6 P. M.]
3	75	86	76	79	29.640	29.494	29.604	29.579	3	8	8	8	8	S. W.	S. W.	S. W.	-	-	-	-	
4	77	80	79	82	29.610	29.426	29.429	29.515	2	1	0	0	0	-	S. W.	S. W.	3 p. m.	-	-	-	
5	76	90	78	81	29.405	29.341	29.374	29.374	8	5	8	8	8	-	S. W.	N. W.	6 p. m.	-	-	.39	
6	71	75	60	69	29.555	29.550	29.641	29.541	3	8	9	9	9	N. E.	N. E.	N. E.	7 p. m.	-	-	-	
7	61	75	68	68	29.610	29.395	29.350	29.350	3	5	9	9	9	N. E.	N. E.	N. E.	7 p. m.	7 a. m.	.01	-	
8	70	77	69	72	29.362	29.342	29.398	29.386	10	10	10	10	10	S. W.	N. E.	N. E.	9 p. m.	9 a. m.	.02	-	
9	65	69	64	66	29.454	29.446	29.454	29.454	10	2	9	9	9	N. E.	N. E.	N. E.	-	-	-	-	
10	62	80	72	76	29.502	29.450	29.415	29.415	10	2	9	9	9	N. E.	N. E.	N. E.	-	-	-	-	
11	76	86	78	80	29.425	29.377	29.372	29.372	5	4	2	2	2	S. W.	N. W.	N. W.	-	-	-	-	
12	78	91	83	84	29.382	29.341	29.371	29.371	4	2	0	0	0	N. W.	N. W.	N. W.	-	-	-	-	
13	79	88	82	82	29.387	29.386	29.431	29.431	2	3	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	
14	79	88	82	82	29.460	29.399	29.409	29.409	8	3	10	10	10	S. W.	S. E.	S. W.	8 p. m.	9 p. m.	-	-	Thunder and lightning [at 8 1/2 P. M.]
15	77	92	81	83	29.317	29.214	29.206	29.206	2	4	10	10	10	S. W.	N. E.	N. E.	-	-	-	-	
16	78	83	69	77	29.224	29.304	29.367	29.367	4	2	1	1	1	N. E.	N. E.	N. E.	-	-	-	-	
17	64	79	70	71	29.446	29.412	29.410	29.410	10	2	2	2	2	N. E.	N. E.	N. E.	-	-	-	-	
18	68	85	72	75	29.401	29.342	29.357	29.357	1	2	0	0	0	S. W.	S. W.	S. W.	-	-	-	-	
19	71	85	75	77	29.360	29.322	29.375	29.375	3	9	10	10	10	S. W.	N. E.	N. E.	5 p. m.	5 1/2 p. m.	.07	-	Thunder and lightning. Drizzly.
20	71	78	64	71	29.538	29.535	29.601	29.601	10	10	10	10	10	N. E.	N. E.	N. E.	8 p. m.	10 p. m.	-	-	
21	70	75	71	72	29.458	29.415	29.377	29.377	10	8	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	
22	73	83	75	77	29.490	29.229	29.250	29.250	9	6	4	4	4	S. W.	S. W.	S. W.	-	-	-	-	
23	64	74	64	67	29.375	29.347	29.360	29.360	10	4	8	8	8	N. E.	N. E.	N. E.	-	-	-	-	
24	63	67	69	66	29.361	29.330	29.285	29.285	10	10	10	10	10	N. E.	N. E.	N. E.	7 a. m.	-	.68	-	
25	68	73	70	70	29.195	29.207	29.247	29.247	10	2	2	2	2	N. E.	N. E.	N. E.	-	-	-	-	
26	69	75	66	70	29.398	29.393	29.443	29.443	3	9	0	0	0	N. W.	N. W.	N. W.	-	-	-	-	
27	61	79	68	69	29.487	29.445	29.455	29.455	10	4	9	9	9	-	N. W.	N. W.	-	-	-	-	
28	67	75	69	70	29.474	29.463	29.438	29.438	10	10	10	10	10	W.	N. W.	N. W.	-	-	-	-	
29	64	76	66	69	29.492	29.470	29.481	29.481	10	8	8	8	8	-	S. W.	S. W.	-	-	-	-	
30	67	75	71	71	29.481	29.435	29.453	29.453	10	5	10	10	10	S. W.	S. W.	S. W.	7 1/2 a. m.	9 a. m.	-	-	Thunder and lightning.
31	70	80	74	75	29.433	29.332	29.274	29.274	10	9	9	9	9	S. W.	S. W.	S. W.	12 m.	1 p. m.	-	-	
Means,	68	80	71	74	29.433	29.396	29.422	29.422	6.	5.	6.	6.	6.				Amount.		1.08		

## METEOROLOGICAL OBSERVATIONS—AUGUST, 1868.

Moon's Phases.	Days of the month.	THERMOMETER.				BAROMETER.			CLOUDS.		WIND.			RAIN AND SNOW.				REMARKS.
		Cor. and Red. to 32°.				10—covered.		Direction and Force.		Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Rain & Melted Snow.					
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	7 A. M.					2 P. M.	9 P. M.			
☾	1	74	81	72	76	29.205	29.127	29.092	7	9	W.	S. W.	S. W.	—	—	—	—	Showery all day. Thunder st'm at 3 A. M.
☾	2	77	79	76	77	29.082	29.050	29.114	2	8	S. W.	S. W.	S. W.	—	—	—	—	
☾	3	73	83	73	76	29.185	29.264	29.372	7	3	N. E.	N. E.	S. W.	—	—	1.27	—	
☾	4	70	68	66	68	29.418	29.436	29.556	10	6	N. E.	N. E.	N. E.	1½ a. m.	4 p. m.	—	—	
☾	5	66	68	66	67	29.561	29.508	29.591	10	9	N. E.	N. E.	N. E.	—	—	—	—	
☾	6	62	72	65	66	29.612	29.588	29.551	8	4	N. E.	N. E.	N. E.	3½ a. m.	6 a. m.	.08	—	
☾	7	65	70	63	68	29.479	29.438	29.404	10	2	N. E.	N. E.	S. W.	—	—	—	—	
☾	8	62	72	70	68	29.412	29.270	29.242	10	5	S. W.	N. W.	S. W.	3 a. m.	—	1.00	—	
☾	9	70	76	71	72	29.255	29.222	29.262	10	5	S. W.	N. W.	S. W.	—	—	—	—	
☾	10	69	75	67	70	29.370	29.400	29.431	2	4	S. W.	S. W.	S. W.	—	—	.66	—	
☾	11	68	69	61	66	29.438	29.415	29.350	6	10	N. E.	N. W.	N. W.	1½ p. m.	11½ p. m.	—	—	
☾	12	62	71	60	64	29.281	29.205	29.393	8	4	N. E.	N. W.	N. W.	3 p. m.	4 p. m.	—	—	
☾	13	58	71	60	63	29.465	29.413	29.449	0	3	N. W.	N. W.	N. W.	6 p. m.	6½ p. m.	—	—	
☾	14	64	74	64	67	29.474	29.443	29.448	1	2	S. W.	S. W.	S. W.	—	—	—	—	
☾	15	63	77	70	67	29.469	29.388	29.367	1	4	S. W.	S. W.	S. W.	7½ p. m.	—	—	—	
☾	16	66	62	61	63	29.353	29.393	29.471	10	3	S. W.	N. W.	S. W.	—	—	—	—	
☾	17	54	70	63	62	29.600	29.593	29.641	3	3	—	N. W.	N. W.	—	—	—	—	
☾	18	62	72	68	67	29.654	29.635	29.601	3	4	S. W.	S. W.	S. W.	—	—	—	—	
☾	19	70	79	73	74	29.413	29.417	29.418	10	5	S. W.	S. W.	S. W.	—	—	—	—	
☾	20	72	75	71	73	29.385	29.347	29.555	10	8	N. E.	N. E.	N. E.	—	—	—	—	
☾	21	69	77	68	71	29.426	29.448	29.521	3	9	N. E.	N. E.	N. E.	1½ p. m.	7 p. m.	.32	—	
☾	22	63	75	63	67	29.546	29.442	29.521	1	3	N. E.	N. E.	N. E.	—	—	—	—	
☾	23	65	79	66	70	29.409	29.442	29.441	1	0	N. E.	N. W.	N. W.	—	—	—	—	
☾	24	61	79	70	70	29.427	29.398	29.395	4	2	N. E.	N. E.	N. E.	—	—	—	—	
☾	25	64	77	70	70	29.476	29.448	29.480	1	3	S. W.	S. W.	S. W.	—	—	—	—	
☾	26	67	80	72	73	29.508	29.470	29.460	4	9	S. W.	S. W.	S. W.	—	—	—	—	
☾	27	68	69	56	64	29.576	29.643	29.712	10	9	N. E.	N. E.	N. E.	—	—	—	—	
☾	28	51	70	61	61	29.778	29.656	29.616	1	2	—	S. W.	S. W.	—	—	—	—	
☾	29	64	77	71	70	29.509	29.527	29.383	10	5	S. W.	S. W.	S. W.	—	—	—	—	
☾	30	72	82	71	75	29.391	29.327	29.420	5	8	S. W.	S. W.	S. W.	—	—	—	—	
☾	31	66	76	68	70	29.491	29.458	29.438	2	1	N. E.	S. E.	S. E.	4 p. m.	5½ p. m.	.24	—	
																	Thunder st'm at 4 P. M.	

## METEOROLOGICAL OBSERVATIONS—SEPTEMBER, 1868.

Month.	Days of Month.	THERMOMETER.				BAROMETER.				CLOUDS.		WIND.			RAIN AND SNOW.				REMARKS.		
						Cor. and Red. to 29°.				In-covered.		Direction and Force.			Inches Rain & Melted Snow.						
		7 A. M.	9 P. M.	5 P. M.	Mean.	7 A. M.	9 P. M.	5 P. M.	Mean.	7 A. M.	9 P. M.	5 P. M.	Mean.	7 A. M.	9 P. M.	5 P. M.	Mean.	7 A. M.		9 P. M.	5 P. M.
☾	1	72	80	67	73	29.277	29.249	29.385	10	7	1	S. W.	W.	W.	W.	-	-	-	-	-	-
	2	65	70	62	66	29.489	29.553	29.608	4	4	10	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	3	61	67	59	62	29.702	29.701	29.674	9	9	9	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	4	60	68	62	63	28.674	29.468	29.421	10	10	10	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	5	63	72	62	66	29.381	29.320	29.355	10	0	0	-	W.	W.	N. W.	N. W.	1 a. m.	-	-	-	-
	6	65	70	63	68	29.416	29.393	29.385	6	4	10	W.	W.	W.	W.	3 a. m.	4½ p. m.	-	-	-	-
	7	68	72	63	68	29.310	29.292	29.305	10	7	0	S. W.	S. W.	S. W.	S. W.	3 a. m.	4½ p. m.	-	-	-	-
	8	61	69	67	62	29.470	29.441	29.462	0	1	0	N. E.	E.	-	-	-	-	-	-	-	-
☾	9	59	66	65	63	29.442	29.355	29.385	8	10	10	E.	W.	-	-	-	-	-	-	-	-
	10	66	72	66	68	29.393	29.382	29.438	10	10	10	S.	W.	-	-	-	-	-	-	-	-
	11	67	76	74	72	29.481	29.480	29.510	10	10	5	-	W.	S. W.	S. W.	4 a. m.	2 a. m.	-	-	-	-
	12	70	69	66	68	29.541	29.523	29.506	10	10	10	N. E.	N. E.	N. E.	N. E.	8 p. m.	3 a. m.	-	-	-	-
	13	64	77	71	71	29.436	29.367	29.398	10	6	10	N. E.	N. E.	S. W.	S. W.	6 p. m.	3½ a. m.	-	-	-	-
	14	62	67	67	62	29.742	29.478	29.607	3	4	0	N. E.	N. E.	S. W.	S. W.	4 p. m.	3 a. m.	-	-	-	-
●	15	55	66	57	59	29.667	29.605	29.580	3	1	10	S. E.	S. E.	S. E.	S. E.	-	-	-	-	-	-
	16	57	65	65	53	29.376	29.271	29.389	10	9	0	N. W.	N. W.	N. W.	N. W.	-	-	-	-	-	-
	17	41	56	44	48	29.549	29.507	29.598	3	6	0	-	-	-	-	-	-	-	-	-	-
	18	40	58	48	49	29.760	29.720	29.765	0	3	0	-	W.	S. W.	S. W.	4 p. m.	10½ p. m.	-	-	-	-
	19	45	63	63	59	29.608	29.414	29.321	10	4	10	S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	-
	20	54	63	60	59	29.749	29.730	29.770	0	10	10	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	21	49	57	45	50	29.441	29.427	29.446	4	0	0	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	22	43	67	61	58	29.512	29.470	29.465	1	8	8	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
☾	23	53	63	68	63	29.409	29.336	29.450	10	10	9	N.	E.	N. E.	N. E.	-	-	-	-	-	-
	24	51	56	51	53	29.638	29.600	29.555	8	10	10	N.	N.	N. E.	N. E.	-	-	-	-	-	-
	25	49	53	54	52	29.404	29.326	29.334	10	10	10	N. E.	N. E.	N. E.	N. E.	7½ p. m.	-	-	-	-	-
	26	59	63	56	59	29.366	29.432	29.495	9	8	9	W.	N. E.	N. E.	N. E.	0 a. m.	-	-	-	-	-
	27	49	53	51	51	29.473	29.416	29.399	10	10	10	N. E.	N. E.	N. E.	N. E.	9½ p. m.	-	-	-	-	-
	28	55	68	58	60	29.326	29.340	29.316	10	3	0	N. E.	N. E.	N. E.	N. E.	-	-	-	-	-	-
	29	52	58	46	52	29.384	29.341	29.463	0	3	0	S. W.	W.	W.	W.	-	-	-	-	-	-
	30	44	58	56	53	29.542	29.440	29.447	1	9	9	S. W.	S. W.	S. W.	S. W.	-	-	-	-	-	-
	Means.	56	64	57	59	29.405	29.443	29.473	6.	6.	6.					Amount,					8.60



## WEATHER AND WIND, 1867-8.

WEATHER AND WIND.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	Septemb'r.	Total.
Number of days clear, . . .	2	0	1	2	2	2	2	0	0	0	0	0	11
Number of days cloudy, . . .	29	30	30	29	27	29	28	31	30	31	31	30	355
Number of days rainy, . . .	11	19	12	10	9	9	16	17	9	11	11	15	149
Number of days N. wind, . . .	7	7	4	3	2	3	2	2	2	0	0	1	33
Number of days N. W. wind, . . .	11	11	19	21	20	17	17	1	8	6	5	3	139
Number of days W. wind, . . .	5	7	9	7	1	2	9	3	4	3	9	5	64
Number of days S. W. wind, . . .	12	18	10	6	8	10	12	7	9	16	19	10	137
Number of days S. wind, . . .	2	6	0	0	0	1	0	3	5	2	0	1	20
Number of days S. E. wind, . . .	3	2	0	0	1	0	1	2	4	2	0	1	16
Number of days E. wind, . . .	3	1	0	0	0	0	0	9	2	0	0	6	21
Number of days N. E. wind, . . .	11	9	8	9	9	15	8	16	11	11	11	11	129

## REMARKS.

By clear days is meant days entirely clear ; i. e., no cloud whatever being visible.  
 By rainy days, that more or less rain (or snow) fell, without any reference to quantity.

## SUMMARY OF METEOROLOGICAL OBSERVATIONS, 1867-8.

AVERAGE FOR	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	Septem'r.	Year.
Thermometer, . . . . .	7 A. M. . . . .	45	35	19	18	14	37	54	61	68	65	50	42
	2 P. M. . . . .	58	42	26	25	25	46	59	71	80	74	64	51
	9 P. M. . . . .	50	37	22	19	19	40	52	63	71	67	57	43
	daily, . . . . .	51	38	23	21	19	41	53	65	74	69	59	45
Barometer, . . . . .	7 A. M. . . . .	29.442	28.882	29.424	29.426	29.521	29.437	29.516	29.453	29.433	29.379	29.495	29.406
	2 P. M. . . . .	29.389	28.844	29.671	29.342	29.517	29.435	29.325	29.431	29.396	29.354	29.443	29.377
	9 P. M. . . . .	29.419	28.868	29.410	29.376	29.506	29.453	29.347	29.447	29.422	29.377	29.473	29.381
	daily, . . . . .	29.417	28.865	29.468	29.381	29.515	29.442	29.396	29.444	29.417	29.370	29.470	29.384
Cloudiness, . . . . .	7 A. M. . . . .	4.	6.	5.	5.	3.	5.	7.	5.	6.	5.	6.	5.
	2 P. M. . . . .	5.	6.	5.	5.	4.	5.	7.	5.	5.	6.	6.	5.
	9 P. M. . . . .	4.	6.	5.	5.	3.	4.	6.	5.	6.	5.	6.	5.
	daily, . . . . .	4.	6.	5.	5.	3.	5.	7.	5.	6.	5.	6.	5.
Inches Rain and Snow Water, . . . . .	3.79	2.19	2.07	3.27	1.53	2.82	5.18	8.3	3.08	1.08	3.57	8.6	45.48
" Snow, . . . . .	-	1.7	14.75	27.	8.75	8.5	16.75	-	-	-	-	-	77.45

*Amount of Rain and Snow registered at the State Lunatic Hospital, Worcester, Mass., for Twenty-Eight Years.*

YEAR.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUG.		SEPT.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTAL.	
	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.	Inches.	Snow.
841.	4.78	25.50	.83	15.	3.43	20.	6.64	6.	3.46	.92	2.94	2.97	2.94	2.94	2.97	4.27	3.84	4.27	3.84	4.17	10.	4.77	6.	42.92	82.50	
842.	1.35	6.	4.13	3.	2.24	4.	2.82	-	3.24	4.93	1.96	7.12	1.96	3.39	9.19	3.50	3.60	3.50	3.60	3.38	2.	5.30	26.	40.78	40.00	
843.	5.06	2.	4.45	30.	6.23	26.	3.13	10.	1.73	4.15	3.39	9.39	3.39	3.63	8.39	1.25	5.19	1.25	5.19	3.63	-	2.28	23.	48.67	91.	
844.	3.14	13.50	1.44	12.	3.80	18.50	.35	-	3.67	1.92	3.50	2.36	3.50	2.36	3.68	7.34	7.34	3.68	7.34	3.06	5.	2.56	8.	37.85	57.	
845.	4.17	12.	2.61	20.	3.29	10.	1.61	-	3.23	3.14	2.91	2.36	2.91	2.36	2.67	4.44	4.44	2.67	4.44	6.77	4.	6.39	13.	42.49	59.	
846.	2.92	13.	2.50	30.	3.33	-	1.34	-	6.85	2.37	3.81	2.44	3.81	2.44	.90	2.19	2.19	.90	2.19	4.08	5.	2.87	4.	34.60	62.	
847.	4.66	6.	4.08	17.	3.89	8.	1.67	-	3.52	5.29	4.86	4.20	4.86	4.20	7.17	2.87	2.87	7.17	2.87	3.75	-	4.93	10.50	50.89	40.50	
848.	3.08	4.50	1.61	23.	3.89	6.	1.52	5.	6.82	1.31	3.13	3.19	3.13	3.19	2.36	6.75	6.75	2.36	6.75	1.94	7.75	3.93	25.	38.53	71.25	
849.	.98	2.	1.30	16.50	4.75	3.	1.95	1.5	7.56	3.25	3.75	6.05	3.75	6.05	6.45	6.45	6.45	6.45	6.45	4.11	-	3.12	8.50	35.84	31.60	
850.	4.79	15.	3.23	2.	3.67	23.	5.53	13.	7.50	3.25	3.75	6.05	3.75	6.05	7.92	3.37	3.37	7.92	3.37	2.14	5.60	4.19	23.50	55.39	74.	
851.	2.07	2.50	4.01	1.50	1.40	18.	6.76	6.	4.73	3.16	2.17	1.97	2.17	1.97	2.59	7.04	7.04	2.59	7.04	5.68	6.50	2.30	5.50	43.88	43.25	
852.	5.44	17.	2.46	11.50	3.42	13.75	10.77	23.	3.15	3.53	3.42	11.38	3.42	11.38	11.38	3.36	3.89	3.36	3.89	6.88	4.	4.78	4.	61.48	73.25	
853.	3.04	10.	8.09	11.	3.60	8.	4.92	-	5.45	1.01	3.29	10.71	3.29	10.71	5.26	6.20	6.20	5.26	6.20	5.30	-	3.79	20.50	60.66	49.50	
854.	2.82	7.50	6.62	15.50	3.45	-	6.69	10.	6.78	3.05	6.68	3.35	6.68	3.35	6.53	6.03	6.03	6.53	6.03	9.82	2.50	3.34	15.50	59.16	61.	
855.	8.11	9.	4.48	8.	2.3	4.	5.39	-	1.64	4.19	9.40	4.06	9.40	4.06	20	8.17	8.17	20	8.17	6.85	2.	6.90	11.	58.62	34.	
856.	4.60	27.50	1.35	9.	1.69	10.25	3.34	-	6.55	1.44	2.68	13.14	2.68	13.14	3.39	2.65	2.65	3.39	2.65	2.03	2.50	4.08	3.	46.94	62.25	
857.	4.48	29.	2.24	6.50	2.80	11.75	8.77	-	4.56	3.44	3.40	6.75	3.40	6.75	4.92	3.03	3.03	4.92	3.03	3.12	-	3.19	8.	53.92	55.25	
858.	3.06	8.50	4.60	2.20	2.20	-	4.14	5.	4.13	6.16	4.18	4.	4.18	4.	6.70	3.09	3.09	6.70	3.09	1.69	4.62	6.19	6.25	41.73	28.87	
859.	6.75	24.50	3.67	18.75	7.71	4.75	2.90	1.	3.65	6.17	1.26	5.45	1.26	5.45	4	2.46	2.46	4	2.46	3	-	4.55	19.	49.57	68.	
860.	1.34	14.75	2.77	20.	2.26	6.75	1.36	-	2.66	6.65	7.91	5.76	7.91	5.76	6.02	2.47	2.47	6.02	2.47	4.38	-	5.05	18.75	48.63	58.25	
861.	4.33	28.25	1.60	.50	2.85	16.	6.71	13.	3.50	2.46	5.29	3.99	5.29	3.99	3.11	3.38	3.11	3.38	3.93	2.75	1.81	3.	41.96	62.50		
862.	4.47	23.50	2.44	10.	3.51	3.	2.34	1.	1.87	7.44	6.10	2.64	6.10	2.64	2.14	3.22	2.14	3.22	2.14	6.35	3.	2.60	20.75	61.25	61.25	
863.	4.09	10.50	3.42	12.	5.78	31.	6.28	6.	1.76	1.18	8.87	3.96	8.87	3.96	2.56	4.85	2.56	4.85	4.77	-	4.41	11.	50.93	69.50		
864.	4.54	4.	1.74	5.75	3.90	10.5	6.66	11.5	5.96	2.4	1.68	3.11	1.68	3.11	2.93	4.29	4.29	2.93	4.29	4.81	-	3.67	15.25	44.33	46.10	
865.	3.92	15.50	3.26	.85	4.72	5.	2.51	-	6.33	1.72	3.37	3.89	3.37	3.89	.68	.61	.68	.61	.68	2.36	-	2.75	8.3	34.62	24.65	
866.	5.66	13.	5.27	1.75	3.18	6.	2.09	-	5.33	3.40	3.78	3.22	3.78	3.22	4.77	2.37	2.37	4.77	2.37	2.51	-	3.73	15.	42.15	34.75	
867.	6.16	44.	4.42	9.50	4.40	22.	2.66	-	4.91	3.32	3.36	10.79	3.36	10.79	1.97	3.70	1.97	3.70	3.70	2.19	1.7	2.07	14.75	69.14	118.95	
868.	3.27	27.	1.53	8.75	2.82	8.5	5.18	16.75	8.3	3.08	1.08	3.57	1.08	3.57	8.6	-	-	8.6	-	-	-	-	-	-	-	-
	107.07	413.50	92.45	929.95	97.53	957.75	113.88	107.71	109.94	90.39	100.17	143.43	100.17	143.43	143.43	103.84	103.84	103.84	103.84	103.84	62.59	104.37	245.05	1310.91	1806.22	

## Flowering Season on Hospital Hill for Thirty Years.

Trees, Shrubs, etc.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
Almond, Flowering,	May 10	May 13	May 25	-	May 9	May 25	May 4	May 10	May 6	May 15	May 12	May 23	May 15	May 18	May 16
Apple,	May 10	May 11	May 11	May 24	May 9	May 2	May 2	May 8	May 4	May 22	May 9	May 18	May 14	May 17	May 17
Arbutus, Trailing,	-	-	Apr. 17	May 27	-	Apr. 10	-	-	-	-	Apr. 6	Apr. 13	Apr. 10	Apr. 13	Apr. 9
Ash, Mountain,	Apr. 18	Apr. 19	May 28	-	May 29	-	-	May 25	May 12	May 1	-	June 2	June 6	June 1	May 22
Bloodroot,	-	May 23	June 4	-	May 29	-	-	May 20	May 15	May 1	-	-	Apr. 23	May 3	May 26
Calicanthus,	May 28	Apr. 25	May 15	Apr. 24	May 9	-	-	Apr. 28	Apr. 27	May 10	May 29	May 6	Apr. 29	May 25	June 4
Cherry, Wild,	May 6	May 2	May 21	May 26	May 15	May 27	May 5	May 12	May 9	May 24	May 13	May 19	-	Apr. 10	Apr. 27
Crocus,	Apr. 8	Apr. 1	-	Apr. 7	Apr. 16	-	Apr. 12	Apr. 25	Apr. 28	Apr. 28	Apr. 20	Apr. 10	Apr. 4	Apr. 9	Apr. 7
Currant, Missouri,	-	May 26	May 8	May 1	May 8	-	May 23	May 23	May 19	May 10	May 15	May 6	May 25	May 12	May 23
Dandelion,	-	May 23	May 9	Apr. 16	May 9	-	May 23	May 23	May 19	May 10	May 15	May 6	May 22	May 3	May 22
Daphne Mezereum,	-	-	-	-	-	-	May 8	May 29	May 3	May 20	May 3	-	May 30	Apr. 14	Apr. 8
Fever Bush,	May 21	May 18	May 28	May 1	May 28	-	May 17	Apr. 29	May 16	May 23	May 19	May 24	May 18	May 28	May 22
Geranium Maculatum,	-	May 16	May 27	-	May 25	-	-	May 15	May 13	May 27	May 12	May 24	May 3	May 24	May 13
Honeysuckle, Tart.,	-	-	-	-	May 21	-	-	May 15	May 13	-	June 12	June 24	May 19	May 28	May 17
Horse-Chestnut,	-	-	-	-	Apr. 29	-	-	May 1	Apr. 22	May 12	Apr. 14	Apr. 23	Apr. 12	Apr. 12	Apr. 25
Hycinth,	Apr. 16	Apr. 16	Apr. 24	Apr. 12	Apr. 25	-	Apr. 21	May 25	Apr. 25	May 25	May 17	May 24	May 18	May 17	May 29
Leatherwood,	May 16	May 16	May 27	-	May 20	May 4	May 15	May 15	May 8	May 23	May 23	May 28	May 25	May 25	May 19
Lilac,	May 18	-	May 30	-	May 20	-	-	May 19	May 17	May 21	May 21	June 7	May 25	May 25	May 19
" Persian,	Apr. 9	Apr. 10	Apr. 23	May 11	Apr. 30	-	-	Apr. 10	Apr. 17	Apr. 9	Apr. 16	Apr. 26	Apr. 22	Apr. 22	Apr. 23
Liverwort,	-	Apr. 19	Apr. 23	May 3	Apr. 28	Apr. 12	Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 16	Apr. 11	May 2	May 28	May 11
Maple, Red,	-	May 19	May 27	May 8	-	-	-	-	-	May 11	May 17	May 27	May 15	May 19	May 26
Narcissus,	May 4	May 1	May 19	Apr. 22	May 12	May 24	May 3	May 1	May 25	May 11	May 6	May 7	May 6	May 11	Apr. 30
Peach,	-	-	-	-	May 14	May 26	May 26	May 3	May 23	May 11	May 6	May 3	Apr. 30	Apr. 30	Apr. 30
Pyrus Japonica,	June 2	June 3	-	-	-	May 16	May 22	May 22	May 17	June 6	June 23	June 6	May 24	June 20	June 2
Rose, Russian,	May 27	May 26	-	-	-	May 20	May 20	May 20	May 17	June 27	June 14	June 14	June 8	June 20	June 6
" Scotch,	May 2	Apr. 27	-	-	-	Apr. 20	Apr. 4	Apr. 27	May 9	May 5	May 7	May 7	May 6	Apr. 28	May 4
Shad Bush,	-	-	-	-	Apr. 1	May 16	-	-	May 9	Apr. 25	-	-	-	May 1	May 24
Violet, Blue,	Apr. 19	-	-	-	Apr. 18	-	-	-	May 9	Apr. 25	-	-	Apr. 24	May 1	Apr. 24
Wind Flower,	-	-	7	-	23	-	-	-	-	-	-	-	-	-	Apr. 23

*Flowering Season, &c.—Concluded.*

TREES, SHRUBS, &c.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Almond, Flowering,	May 20	May 19	May 22	May 25	May 17	May 17	May 10	May 10	-	-	May 19	May 19	May 20	May 20	May 25
Apple,	Apr. 14	Apr. 15	Apr. 17	Apr. 22	Apr. 16	Apr. 16	Apr. 11	Apr. 11	May 24	May 18	May 14	May 14	May 10	May 21	May 22
Arbutus, Trailing,	May 18	Apr. 15	Apr. 23	Apr. 2	Feb. 13	Apr. 2	Apr. 2	Apr. 4	Apr. 11	Apr. 10	Mar. 28	Mar. 30	Apr. 30	Apr. 2	Apr. 13
Ash, Mountain,	May 30	May 12	May 31	June 3	-	May 26	June 1	May 30	May 30	May 27	May 28	May 10	-	June 12	May 25
Bloodroot,	May 12	May 12	May 12	May 13	Apr. 26	May 4	May 3	May 3	May 4	May 4	May 5	May 25	May 15	May 20	May 15
Calicanthus,	June 6	June 4	-	June 5	-	May 25	May 19	-	May 28	May 23	May 27	May 17	May 21	May 28	June 1
Cherry,	May 8	May 7	May 20	June 8	May 1	May 4	May 4	-	May 9	May 3	Apr. 29	Apr. 26	May 28	May 20	May 3
" Wild,	May 16	May 14	May 13	May 3	May 10	-	-	-	May 12	-	May 7	May 2	-	May 13	May 20
Crocus,	Apr. 10	Apr. 12	Apr. 12	Mar. 23	Apr. 1	-	-	-	Apr. 15	Apr. 15	Mar. 24	Mar. 21	Mar. 30	Apr. 4	Apr. 4
Current, Missouri,	May 7	May 11	May 14	May 2	May 7	May 6	May 3	May 14	May 14	May 10	May 16	Apr. 28	Apr. 12	May 18	May 11
Dandelion,	May 10	Apr. 17	May 2	Apr. 16	Apr. 7	Mar. 31	Apr. 23	Apr. 23	May 25	Apr. 27	May 24	Mar. 27	Apr. 7	May 2	Apr. 4
Daphne Mezereum,	Apr. 20	Apr. 24	Apr. 16	Mar. 31	-	Apr. 13	Apr. 6	Apr. 11	Apr. 17	Apr. 13	Apr. 7	Apr. 2	Apr. 11	Apr. 20	Apr. 17
Fever Bush,	May 8	May 30	May 3	-	-	-	-	-	-	-	May 28	May 20	-	May 13	May 31
Geranium Maculatum,	May 20	May 23	June 1	May 29	-	May 24	May 23	June 4	May 25	May 26	May 20	May 17	-	May 28	-
Honeysuckle, Tart.,	June 30	May 23	May 25	May 27	May 25	May 22	May 18	-	May 26	May 26	May 23	May 23	May 4	June 3	May 31
Horse-Chestnut,	June 2	May 20	May 24	May 26	May 28	May 22	May 23	May 28	-	-	Apr. 21	Apr. 18	-	June 4	June 4
Hyacinth,	May 6	May 16	Apr. 17	-	-	-	Apr. 22	-	-	-	Apr. 18	Apr. 15	Apr. 21	May 2	May 2
Leatherwood,	May 6	May 10	-	-	-	-	-	-	-	-	Apr. 20	Apr. 10	-	May 28	May 11
Lilac,	May 22	May 20	May 24	May 26	May 16	May 17	May 18	May 28	May 20	May 20	May 21	May 15	May 10	June 3	May 27
" Persian,	May 26	May 17	May 31	-	-	May 26	May 20	June 8	May 31	May 31	May 31	May 20	May 10	June 7	May 31
Liverwort,	Apr. 23	Apr. 19	Apr. 2	-	-	Apr. 1	Apr. 8	Apr. 17	Apr. 20	Apr. 23	Apr. 21	Apr. 16	Apr. 11	Apr. 25	Apr. 6
Maple, Red,	May 28	Apr. 30	May 18	May 22	Apr. 1	Apr. 24	Apr. 8	-	Apr. 20	Apr. 23	May 17	May 12	-	June 16	May 17
Narcissus,	May 9	May 8	May 13	May 14	May 28	-	May 6	-	May 18	-	May 16	May 2	-	June 13	May 14
Peach,	May 10	May 1	May 12	May 15	May 1	May 7	May 31	June 8	May 11	May 10	May 27	May 17	May 8	June 23	May 16
Pyrus Japonica,	June 10	June 6	June 10	June 12	-	-	-	-	May 16	May 18	Apr. 27	Apr. 27	May 3	June 12	June 11
Rose, Russian,	June 10	June 6	June 10	June 12	-	-	-	-	May 11	May 10	May 27	May 17	-	June 22	June 16
" Scotch,	June 10	June 6	June 10	June 12	-	-	-	-	May 11	May 10	May 27	May 17	-	June 22	June 16
Shad Bush,	May 30	May 26	May 16	May 22	Apr. 30	May 6	May 28	May 12	May 9	May 10	Apr. 25	Apr. 23	Apr. 12	May 12	May 20
Violet, Blue,	May 12	May 10	May 15	May 6	May 6	May 4	Apr. 28	Apr. 28	Apr. 27	Apr. 27	Apr. 27	Apr. 25	Apr. 25	May 10	May 9
Wind Flower,	Apr. 30	May 3	May 6	May 12	Apr. 29	May 4	-	Apr. 28	Apr. 28	Apr. 27	Apr. 27	Apr. 21	Apr. 22	Apr. 22	Apr. 20

## APPENDIX.

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### FORMS CONCERNING ADMISSION TO THE HOSPITAL.

#### PETITION.

[The applicant must answer in writing the printed interrogations accompanying this blank.]

*To the Honorable the Judge of the Probate Court, in and for the County*  
*of* :

that of on oath complains  
 of , in said county  
 of , is an insane person, and a proper subject for the treatment  
 and custody of the Worcester Lunatic Hospital.

Wherefore, h prays that said  
 may be committed to the said Worcester Lunatic Hospital according to law.

, ss.

A. D. 186 .

Then the above named  
 the above complaint, by h subscribed, is true.

made oath that

Before me,

, *Justice of the Peace.*

I, the subscriber, one of the selectmen of  
 where said resides, hereby acknowledge  
 that notice has been given to me of the intention to present the foregoing  
 complaint and application.

A. D. 186 .

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*To the Honorable the Judge of the Probate Court, in and for the County*  
*of* :

The subscriber, having made application to your Honor for the commitment  
 of to the Worcester Lunatic Hospital, as a lunatic,  
 now presents the following statement, in answer to interrogatories:—

What is the age of the lunatic? Ans.

Birthplace? Ans.

Civil condition of lunatic? Ans.

Occupation? Ans.

Supposed cause of disease? Ans.

Duration? Ans.

Character—whether mild, violent or dangerous? Ans.

Homicidal or suicidal? Ans.

Paralytic or epileptic? Ans.

Previous existence of insanity in the lunatic? Ans.

Previous or present insanity in any of the family? Ans.

Habits in regard to temperance? Ans.

Whether he has been in any lunatic hospital; if so, what one, where  
how long? Ans.

(If a woman.) Has she ever borne any children? Ans.

(If a woman.) How long since the birth of her last child? Ans.

Name and post-office address of some of the nearest relatives or friends.  
Ans.

What facts show whether he has or has not a settlement, and where  
anywhere, in this State? Ans.

[For the law relating to settlement, see Gen. Stat., chap. 69.]

, *Applicant*

### PHYSICIANS' CERTIFICATE.

The subscribers, respectable physicians of  
county of \_\_\_\_\_, having made due inquiry and personal  
examination of \_\_\_\_\_ named in the foregoing  
application, within one week prior to the date hereof, certify that the  
\_\_\_\_\_ is insane, and a proper subject for  
the treatment and custody of the Worcester Lunatic Hospital.

A. D. 186 .

, ss.

A. D. 186 .

Then the above named  
oath that the above certificate is true.

, *Justice of the Peace*

*Commonwealth of Massachusetts.*

\_\_\_\_\_ , ss. At \_\_\_\_\_ , in said county,  
day of \_\_\_\_\_ , A. D. 186 .

On the application of \_\_\_\_\_ for the commission  
of \_\_\_\_\_ of \_\_\_\_\_ in said county, to the Worcester  
Lunatic Hospital, \_\_\_\_\_ ; notice in writing having  
been given by said applicant to one of the selectmen of \_\_\_\_\_  
where said \_\_\_\_\_ resides, of his intention to make  
application, and said \_\_\_\_\_ having been duly notified  
the time and place appointed for hearing, it appears, upon a full hearing  
that said \_\_\_\_\_ is an insane person, and a proper subject  
for the treatment and custody of the Worcester Lunatic Hospital.

Wherefore it is ordered that said \_\_\_\_\_ be committed  
to the said Worcester Lunatic Hospital.

, *Judge of Probate Court*

## FORM OF OVERSEERS' BOND.

*Worcester Lunatic Hospital.*

Whereas, \_\_\_\_\_ of \_\_\_\_\_, in the county of \_\_\_\_\_, has been admitted a boarder in the Worcester Lunatic Hospital, \_\_\_\_\_, a majority of the Overseers of the Poor of the town of \_\_\_\_\_, in the county of \_\_\_\_\_, in behalf of the inhabitants of said town, do hereby promise \_\_\_\_\_ Treasurer of said Hospital, to pay him, or his successor in said office, the rate of board which may, from time to time, be determined by the Trustees of said hospital, for said patient, so long as h shall continue a boarder in said hospital, with such extra charges as may be occasioned by h requiring more than ordinary care and attention, to provide for h suitable clothing, and to pay for all such necessary articles of clothing as shall be procured for h by the Steward of the hospital, and to remove h from said hospital whenever the room occupied by h shall be required for a class of patients having preference by law, or in the opinion of the Superintendent, to be received into said hospital: Also to pay not exceeding fifty dollars for all damages h may do to the furniture and other property of said hospital, and for reasonable charges in case of elopement, and funeral charges in case of death. Payment to be made quarterly, and at the time of removal, with interest on each bill from and after the time it becomes due.

Witness our hands this

day of

Attest.

(Signed.)

{ Overseers of the Poor  
of the  
Town of

## FORM OF PRIVATE BOND.

*Worcester Lunatic Hospital.*

Whereas, \_\_\_\_\_ of \_\_\_\_\_, in the county of \_\_\_\_\_, as principal, and \_\_\_\_\_, in the county of \_\_\_\_\_, as surety, do hereby jointly and severally promise \_\_\_\_\_ Treasurer of said hospital, to pay him or his successor in said office, the rate of board which may, from time to time, be determined by the Trustees of said hospital, for said patient, so long as h shall continue a boarder in said hospital, with such extra charges as may be occasioned by h requiring more than ordinary care and attention; to provide for h suitable clothing, and to pay for all such necessary articles of clothing as shall be procured for h by the Steward of the hospital, and to remove h from said hospital whenever the room occupied by h shall be required for a class of patients having preference by law, or in the opinion of the Superintendent, to be received into said hospital. Also to pay, not exceeding fifty dollars, for all damages h may do to the furniture and other property of said hospital, and for reason-



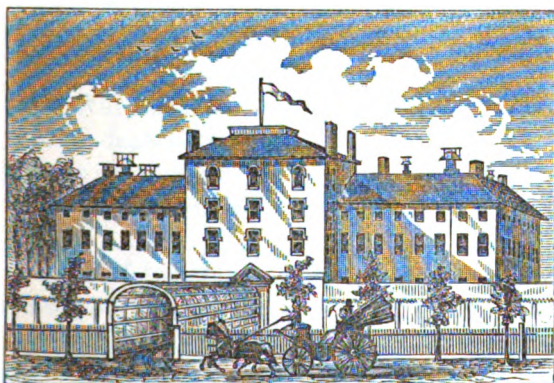






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FIFTEENTH ANNUAL REPORT  
OF THE  
INSPECTORS  
OF THE  
STATE ALMSHOUSE  
AT  
BRIDGEWATER.



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OCTOBER, 1868.

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BOSTON:  
WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET, (CORNER OF FEDERAL)  
1869.



# Commonwealth of Massachusetts.

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## INSPECTORS' REPORT.

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*To His Excellency the Governor of the Commonwealth of  
Massachusetts, and the Honorable Council.*

It again becomes our duty as Inspectors of the State Almshouse and State Workhouse, at Bridgewater, to present this, the Fifteenth Annual Report of the Almshouse, and second of the Workhouse department

The number of persons committed to the workhouse during the past year has gradually increased, but is not large at the present time.

The number of inmates in the almshouse is comparatively small, and the number of insane, and of children (except such as are born here,) is and has been during the year quite small.

The number of children born in this institution during the year is greater in proportion to the whole number of inmates, than for some years past, and the number of deaths among the infants and young children has been large in proportion to the whole number of children in the almshouse. This unusual mortality among the very young children—principally infants—(we have very few others,) was occasioned by the measles, which, for a short period, was prevalent among that class or inmates, a more detailed account of which may be found in the report of the Attending Physician.

Whole number now in the almshouse, . . . .	97
Whole number now in the workhouse, . . . .	328

The number admitted to the almshouse during the year,			
admitted to the workhouse,	"	"	"
discharged from the almshouse,	"	"	
discharged from the workhouse,	"	"	
deaths in the almshouse,	"	"	"
deaths in the workhouse,	"	"	"
births during the year,	.	.	.
sick now in the hospitals,	.	.	.
of children now in the institution,	.	.	.

At the time of our last Report, we were introducing steam heating apparatus throughout the entire institution, in place of furnaces and stoves, which had previously been used for heating purposes. This work has been completed under the direction of Mr. B. F. Campbell, of Boston. The working of the apparatus and the adaptation of all its parts to the end to be accomplished, is so complete, we see no chance for improvement.

The past winter has been one of the severest known, yet we have always had an abundance of good heat, and all the machinery is completely under control, everything—heating, cooking, laundry—working well. Although the buildings are so large and cover so much ground, the water returns back to the boilers, requiring but a small addition of water, by way of arrangement we consider an accident next to an impossibility.

Under the skilful management of the Superintendent, the farm is in a highly satisfactory condition.

When the severity of the past winter, and the unusually late and backward spring is taken into consideration, we feel that we have no right to complain of any lack of abundance in the crops during the present year. Of course, at this time of the year (the crops not yet having been fully gathered,) it is impossible to state the results in full. By a Resolve of the legislature of 1867, the Inspectors were authorized to purchase more land for the use of the institution.

We have accordingly purchased about sixty-five acres of land adjoining that belonging to the institution, a large part of which is necessary for pasturage.

The elaborate Report of the Superintendent gives a statement in detail of the operations and condition of the institution in its various departments, making it unnecessary for us to go minutely into particulars.

No change has been made during the past year in the management of the hospitals, Dr. Edward Sawyer, still remaining in charge, with Dr. Harlow, as consulting physician, thus assuring to our sick every necessary medical aid that skilful physicians and experienced and faithful nurses can render.

Nearly all the children of suitable age to attend school having been transferred to Monson, no teacher has been employed during the past year in the institution, those few remaining here having been sent to the district school, in the immediate vicinity.

Services are regularly held in the chapel as usual on the Sabbath, by the Chaplain, Rev. P. L. Cushing (except during his late illness,) who for several years has faithfully preached the gospel to the benighted inmates.

In conclusion, we cannot speak too highly of the management of this institution in all of its intricate branches, and much credit is due the able and efficient Superintendent and Matron (the Hon. L. L. and Mrs. Goodspeed,) for the perfection of management which they have attained, after fifteen years of arduous service and experience in this institution.

JAMES FORD,  
JAMES H. MITCHELL,  
JOS. B. THAXTER,

*Inspectors.*

STATE ALMSHOUSE, }  
BRIDGEWATER, September 30, 1868. }



## SUPERINTENDENT'S REPORT

*To the Inspectors of the State Pauper Establishment and  
Workhouse at Bridgewater.*

GENTLEMEN:—The following presents the financial details of the institution for the past year:—

## SUMMARY OF INMATES.

Number of paupers in the house, October 1, 1867,	
admitted, including 60 births,	. .
in the house during the year,	. .
died,	. . . . .
discharged,	. . . . .
remaining October 1, 1868,	. . .
of men, 24 ; women, 10 ; boys, 29 ; girls, 34.	

## Workhouse department:

Number of convicts, October 1, 1867,	. . .
committed during the year,	. . .
died,	. . . . .
remaining October 1, 1868,	. . .
of men, 79 ; of women, 249.	

Total in both departments,	. . . . .
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## EXPENDITURES.

Amount expended from October 1, 1867, to  
January 1, 1868, . . . . . \$12,500  
Which left in the treasury, \$19,401.94, of the appropriation  
of 1867, unexpended.

## RECEIPTS FOR SAME PERIOD.

From treasurer of Commonwealth, . . . . .	\$12,565 45
Expended from January 1, '68, to October 1, '68,	
the sum of, . . . . .	26,692 18
Receipts from the treasurer of the Commonwealth	
for same period, . . . . .	26,692 18
Leaving in the treasury the sum of . . . . .	15,307 82
which is the unexpended balance of the appropriation for the legislative year 1868.	

The total current expenses have been, . . . . .	\$39,257 68
The receipts from the State treasurer have been, . . . . .	39,257 68
for labor of inmates has been, . . . . .	3,087 35
from sales has been, . . . . .	1,454 60
All of which of the two latter items has been paid into the State treasury, according to law.	

The items of the current expenses for the past year have been as follows, viz. :—

Salaries of the Inspectors, . . . . .	\$480 00
Salaries of resident officers, . . . . .	6,488 41
Sundry persons, incidental labor, . . . . .	292 63
Dry goods, bedding and furniture, . . . . .	3,166 34
Tea, coffee, chocolate and shells, . . . . .	939 45
Leather and shoe findings, . . . . .	704 77
Transportation of merchandise, . . . . .	487 49
Blacksmith, carriage and harness work, . . . . .	149 77
Painting and material, . . . . .	21 57
Crockery, tin, glass and other ware, . . . . .	180 09
Beef and farm stock, . . . . .	938 72
Lime and cement, . . . . .	10 00
Hay and straw, . . . . .	673 08
Labor of mechanics on repairs, . . . . .	48 06
Cow pasture, . . . . .	49 40
Nails, glass and putty, . . . . .	14 62
Brooms, brushes, baskets, lines, &c., . . . . .	161 40
Soap and material, . . . . .	217 73
Light, . . . . .	200 16
Miscellaneous small goods, . . . . .	61 17

Seed potatoes, . . . . .	\$
Hops, malt, salt and vinegar, . . . . .	3
Medicines and hospital supplies, . . . . .	6
Books, newspapers and stationery, . . . . .	4
Post-office expense, . . . . .	2
Sewing and washing machines, . . . . .	1
Schooling, . . . . .	2
Farm tools and seeds, . . . . .	1
Mower, . . . . .	6
Trial justice fees, . . . . .	7
Tobacco, snuff and pipes, . . . . .	2
734 tons of coal, . . . . .	5,2
3½ tons of fine feed, . . . . .	14
730 barrels of flour, . . . . .	8,7
80 barrels of crackers, . . . . .	17
7 barrels of apples, . . . . .	3
59 barrels of beef, . . . . .	7
1 barrel of pickled fish, . . . . .	1
1½ barrels of sweet potatoes, . . . . .	
1,807 bushels of grain, . . . . .	1,8
94 bushels of beans, . . . . .	2
1,838 gallons of molasses, . . . . .	9
2,069 gallons of milk, . . . . .	4
28,932 pounds of meat, . . . . .	2,2
6,973 pounds of fish, . . . . .	27
293 pounds of ham, . . . . .	6
1,774 pounds of sugar, . . . . .	2
1,168 pounds of butter, . . . . .	55
341 pounds of cheese, . . . . .	4
50 pounds of dried apples, . . . . .	
Total, . . . . .	\$39,25

## ASSETS.

Cash on hand, none.

Bills payable and receivable, none.

*Real Estate.*—The additions required to be done have completed, and consequently included in the inventory of year, which consists of two hundred and twenty acres of with the buildings situate thereon, comprising the main h

with right and left wings, and return, forming a hollow square. The central or main part of the establishment is four stories high, with wings, three. There is also one stone building, used for laundry and other purposes, connected with which and the main house is a brick building 57 feet by 40, three stories high, which is used for cooking, baking, storage of coal, and generating steam. Two large barns, one pest house, two large shed buildings, for carriages, carts, and the storage of wood; one large shop building, used for various purposes; one blacksmith shop, one dead house, one ice house, one engine and pump house; all of which has been appraised at \$139,833.95.

#### PERSONAL ESTATE AND ITS VALUE.

Live stock, . . . . .	\$5,951 00
Carriage and agricultural implements, . . . . .	3,027 44
Products of farm, . . . . .	7,937 50
Mechanical and machinery, . . . . .	21,028 50
Beds and bedding, . . . . .	11,028 03
Other property and furniture, . . . . .	6,090 40
Personal property in Superintendent's department, . . . . .	5,550 44
Ready-made clothing, . . . . .	3,530 14
Dry goods, . . . . .	393 98
Provisions and groceries, . . . . .	1,894 20
Fuel, . . . . .	2,076 25
Library and books, . . . . .	518 41
Drugs and medicines, . . . . .	518 53

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Total personal property, . . . . .	\$69,544 82
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Total real estate, . . . . .	139,833 95
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Total assets, . . . . .	\$209,378 77
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The current expenses, which include all repairs, some others, which are extraordinary, such as furnishing workroom with machines, amount to \$39,257.63, and make the cost of each person about \$1.75 per week. If all property chargeable to extraordinary expense, and the cash earnings, were deducted from the sum used, the actual cost would be about \$1.50 per week for each person.

In completing the work commenced last year, the following sums have been used and paid, as per Act of the legislature from unexpended balances of appropriations heretofore made for the current expenses of the institution, but not needed, except for heating with steam, for which a special appropriation was made, viz. :—

Workshop, . . . . .	\$4
Men's yard, . . . . .	2
Women's yard, . . . . .	2
Main house, . . . . .	7
Fixtures for sewing room, . . . . .	3
Cook, bake, and boiler room, . . . . .	2,2
Lodge room, . . . . .	1,0
Steam heating, . . . . .	11,7
Land, . . . . .	2,7

Which leaves to date the sum of \$5,152.34 as remaining of the unexpended balance heretofore appropriated.

In submitting the fifteenth Annual Report the undersigned finds little that is new or important to present, save that the past year's experience has served to strengthen and confirm the opinion heretofore entertained, that the legislation for the reformation of State paupers was a step in the right direction. Since the present State pauper establishments were erected, it is well known, they have not only been the receptacle for the poor, but a very large class of others, who were really criminals rather than paupers, availed themselves of the conversion thus afforded for present relief needed because of their vicious and shiftless manner of living. To a very great extent this was practised in the winter season, when too, besides the paupers afflicted with all manner of loathsome diseases, large numbers would obtain permits and be received, of healthy and bodied travelling paupers, with no disease about them who were but superlative laziness; indeed, this had been so long and so successfully practised that it is not strange it had with time become "common law," though I doubt if they ever in our practice quoted the English authorities.

To remedy this great and growing evil, provide a more comfortable and quiet home for the worthy poor, and give

poor youth a better opportunity for moral culture and physical training, was the cause of the change by which the criminal paupers are now placed in this institution.

By a comparison, the results of the past year show that the object will be accomplished; and as the details of the practical working of the system of classification, now adopted, become more generally known, the wonder will be that the change was so long delayed. A large proportion of the paupers now here, are illegitimate infants whose mothers are convicts in the workhouse department. The remainder are advanced in years, infirm in body, or imbecile in mind, or both, unable, of course, to do anything towards their support, either here or outside of the institution; in fact, nearly all of them occupy the hospital wards, and require constant nursing and medical attendance to make them comfortable.

Of those admitted to the workhouse department the past year, nearly every person was sick when received, while many are so completely broken down by their long-continued excesses in vice, that there is little of vitality remaining, and all that can be done is to relieve their distresses, which prolongs their lives.

With such as have sufficient recuperative powers left, or, in other words, are received before having reached the last round in the ladder of dissipation, after a long season of hospital care, are able to contribute, to a small extent, something towards the large expenditure incurred for their benefit by the State. The majority of the workhouse inmates are women, a much larger average of whom are able to work than the men; and on the whole, even with a much smaller average number of inmates, more labor is contributed than formerly, because now it can be made available, which under the almshouse, or no-system, it was impossible to do.

Nor, by any means, is the advantage gained in this particular confined to this institution, its good effects being devolved upon and shared by the others, where, in the elimination of these persons for the workhouse by a suspension of the mittimus, such as are useful can be retained for labor, and with the same effect, undoubtedly, as here,—a reduced number of laborers, and an *increase* of productive labor. Besides this, the constant depletion made in the ranks of the broken-down and vicious, at the institutions from which they are received here, must not only

add greatly to the comfort of the worthy and deserving remaining in their permanent home, but must contribute to a very great extent to lighten the burden of, and make possible the duties incident to, their supervision.

On the whole, there can be no question but the inmates of the classes have been benefited by the change, while the Commonwealth has not only received no detriment, but actually stands in a position of self-protection long needed, not in any sense to the disadvantage of the unfortunate, but, on the contrary, to furnish more effective means for their care and relief; or, in other words, it may be said she is trying to do more good among the subjects of her charity, without adding to the already large yearly expenditure. I believe it can and will be accomplished.

The labor of the women here, besides making all the clothes for the house, assisting the nurses in the care of the large number of sick always with us, doing the domestic work and other needed in an establishment of this kind, has been devoted to sewing for parties outside, and has produced cash earnings to the amount of \$3,087.35. This sum, though not large, is no means small in the way of a beginning, nor will it suffer by a comparison.

The above paragraph shows all of the labor that can be put upon paper, but it is not all that should be carried to its credit. Some of the women have learned what they never before knew, and what to them, I trust, will be of infinitely more value than any contributions they will ever make to the State by their earnings. They have here learned not only how to work, but have learned the value of, and seem to appreciate in a proper degree, the high estimate put upon systematic labor.

Here we know that already good results are beginning to appear. Nor are they to be seen only while the person remains in the institution, for instances are numerous, where the practical lessons obtained from industrial habits have gone with them; and it is gratifying to state that some, who before coming here had no conception of the value of, or been accustomed to the practice of, any honest calling, are now enabled to, and are earning an honest living, while a few have become expert in running sewing machines, which enables them to obtain remunerative employment when they leave.

Of the men able to do anything, except those required in and about the establishment, their labor has been used in carrying on the farm. The past season has not been as favorable for crops as some before it, though the yield of hay was good, and of carrots and parsnips larger than ever. That of potatoes and other hoed crops will fall below the average. Thus it is, on account of continuous rains and other drawbacks, with a larger area of arable land than any year before, the products of some of our principal crops are less than the previous year. As heretofore, besides the care of crops, improvements of a general character have not been lost sight of, and if the progress has not been as rapid as was hoped, certain it is that every year leaves its impress, and nothing but time is wanting to root out the stumps and rocks, by which those portions of the farm heretofore of no value will be brought into a state of productiveness. An energetic policy, pursued with care, in the proper cultivation of the farm, will ere long entitle it to take rank as one of the best in the Commonwealth.

With some of the unexpended balance of last year's appropriation, the legislature granted permission to purchase more land. In accordance with this Resolve, believing the interests of the State would be promoted thereby, I advised the purchase of about sixty-five acres, all of which is contiguous to, and adjoining the present farm. This addition, besides increasing the pasturage much needed, will add to the crops, some of it being much better adapted to raising vegetables than any portion of the original purchase. Other advantages will be added in the matter of fencing and watering privileges, so that taken as a whole, the purchase can but be regarded as a desirable adjunct to the farm.

The hospital department continues in charge of Dr. Sawyer, whose report will furnish you with a detailed statement of its affairs for the year now closed. With the exception of a run of measles introduced here in March last, we have been remarkably free from acute cases of sickness; in fact about all of it was admitted; and of this all or nearly so, chronic, as you well know from your own personal inspection.

Until within a few months the chapel services have been conducted by the Rev. P. L. Cushing, who for many years has



labored intelligently and faithfully to improve the moral condition of this household. By reason of sickness he is unable to meet with us for worship, consequently no report of his department will be placed before you. I desire to add my willing testimony to Mr. Cushing's eminent fitness for the position he has so long held. Possessed of a disposition which led him to sympathize with the unfortunate of whatever condition he came in contact with, his ministrations were accepted in an uncommon degree to the inmates of the house, who might be their individual prejudices. If by the decree of Divine Providence he is not permitted to resume his Christian labors, certain I am his memory will live long with us. *knew* him. At the present time, the Rev. Mr. Gay, of Bridgewater, has the temporary charge of conducting Divine services in the chapel. In the performance of his official duties he has shown a most excellent tact in adapting his teachings to the varied wants of his hearers; and from the very judicious manner, as well as earnestness, in which he engages in the work, there can be no good reason for doubting his success.

As heretofore, so now, the inmates are visited weekly, and receive the ministrations of a clergyman, representing (nearly than our own) their forms of worship, and to whom the Rev. Mr. Maguire, of Bridgewater, there is much credit for the share he has contributed in trying to change the habits as well as deportment.

In conclusion, I desire to express the opinion that many of the evils complained of heretofore, seem now by the new system, to be obviated.

Such improvements have been introduced as secure to the virtuous poor, a comfortable and pleasant home, while the dissolute and shiftless are employed and disciplined with a view to aiding and encouraging industrial habits to all, not merely mentally and physically beyond help. Among the many things which the new system of classification is doing, no one of them so much commends it as the provision made for the education and industrial training of the poor youth, who, in large numbers, receive their temporal blessings from our beloved Commonwealth. In my own share in the good and great work Massachusetts is doing for the subjects of public charity, it does not become me to speak.

The management of this institution is known to you in detail, and I trust you, its present guardians, will in the future as in the past, continue to realize fully the important and responsible trust confided to you, never forgetting to give the executive officer in charge the benefit of your wise council, causing each successive year to leave its progressive mark, showing that the humble part assigned to this institution, of the great work of dealing with the unfortunate, has been done in a manner becoming the expectations of a humane and intelligent Commonwealth, whose dealings with the poor, no State more than our own, has followed the Divine law.

Respectfully submitted,

L. L. GOODSPEED.

SEPTEMBER 30, 1868.

## LIST OF OFFICERS.

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James Ford, (Inspector,) . . . . .	\$1
J. B. Thaxter, (Inspector,) . . . . .	1
J. H. Mitchell, (Inspector,) . . . . .	1
Edward Sawyer, (Physician,) . . . . .	4
J. E. Harlow, (Consulting Physician,) . . . . .	1
Rev. E. Gay, (Acting Chaplain,) . . . . .	2
L. L. Goodspeed and wife, (Superintendent & Matron,) . . . . .	1,8
Wm. C. Howland, (Assistant Superintendent,) . . . . .	5
J. L. Hall, (Farmer,) . . . . .	5
Isaac Cottle, (Farmer,) . . . . .	5
Edwin Wells, (Farmer,) . . . . .	4
J. W. Coria, (Watchman,) . . . . .	4
Daniel Craven, (Engineer,) . . . . .	5
Margaret Youdell, (Assistant Matron,) . . . . .	2
Amelia Gill, (Assistant Matron,) . . . . .	3
Ann Youdell, (Assistant Matron,) . . . . .	2

## PHYSICIAN'S REPORT.

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*To the Inspectors of the State Almshouse at Bridgewater.*

GENTLEMEN :—The Fifteenth Annual Report of the medical department of the institution under your care is herewith respectfully submitted.

### SUMMARY.

Number of patients admitted, . . . . .	369
of patients remaining, . . . . .	91
of deaths, . . . . .	79
discharged, . . . . .	228

The health of the institution for the past year, with the exception of seven weeks in the months of March and April, has been better than at any previous time, since our connection with it. For eight months of the past year there were but twenty-eight deaths out of two hundred and forty-nine admitted, or eleven per cent. of the patients treated in this hospital.

Could this state of things have continued through the two remaining months, this would have been the most gratifying report of the hospital department yet offered for your consideration; but the record of these two months detracts from the good account we hoped to have given you.

By examining the summary you will observe that though there have been but six more patients admitted to the hospital this year, than there were the preceding, yet out of that number seventy-nine deaths have occurred, or twenty-one more than were then recorded. Fifty-one of these deaths took place in the months of March and April, and are attributable to causes over which your Physician or the government of this institution had no control. I refer to the combined influence

of the proverbially bad weather of these two months, together with the effect of a contagious disease brought to us from the sister institution.

On or about the first of March last an inmate was sent who soon after her entrance was taken with measles, which were then reported as common in the institution at Moulton from whence she came. The disease in her case ran a rapid course, and terminated favorably. In due time the effect of the introduction of such a disease among a class of infant children who are born of diseased parentage, many of whom die yearly of congenital syphilis, scrofula, marasmus, and other like diseases, was soon manifest. The disease spread rapidly so that within seven weeks fifty-five cases had occurred, many among the children. It at first assumed one of its most severe forms, one patient dying in eight hours from its inception.

Owing to the previous diseased condition of many of the children, and also that a majority of the patients were suffering from the effects of dentition, it proved unusually fatal, carrying off during this time twenty-four children, most of whom were under one, and none of them over five years of age; and later after effects causing the death of eighteen others by other diseases, making forty-two deaths caused by its introduction. Doubtless quite a number of these would have died during the year from other causes consequent upon dentition and infancy at birth, but we think we do not overestimate, when we say that at least thirty of the deaths occurring at this time were attributable to the effects of this disease alone.

It seems to us that too much care cannot be exercised in transferring inmates of one institution wherein a contagious disease of any kind has recently existed, to another where it has not made its appearance. The inmate at the time of transfer may not be or have been troubled by the disease, yet, as in this instance, the disease develop itself after the inmate transferred has for some time been an inmate of another institution, and that too with a severity entirely beyond what was known in the place of its origin.

Of one hundred and forty children under five years of age who have been under our care the past year, sixty-four deaths have occurred, or forty-five per cent. of the whole number. This percentage, though larger by twenty per cent. than

of last year, is still an index of what it might have been had it not been for this contagion, which caused sixty per cent. of all the deaths among the children for the year, which being deducted would make the percentage four-fifths or five per cent. less than that of last year.

The health of the children, before and since we passed this contagion, has been as good as at any time during the year previous, and adds emphasis to our remark in last year's report, to the effect that a small number of inmates renders possible that degree of *cleanliness*, and a circulation of pure air which is the life of children who from infancy carry a burden of disease with them, as is the case with most of those who are born in our State institutions.

Of sixty-six births recorded in Table No. 3, it will be seen that fifty-eight were illegitimate; or eighty-eight per cent. of all the births during the year.

The cleanliness and good order, which have characterized this institution in previous years, have been of the utmost importance to your Physician in his efforts to sustain the general health of its inmates.

For further particulars you will refer to the tables herewith annexed.

In concluding this Report I must express my thanks to the Superintendent, Matron and other officers of the institution, for their co-operation and personal assistance in the discharge of the duties of my office.

I am, gentlemen, yours respectfully,

EDWARD SAWYER, M. D., *Physician*.

BRIDGEWATER, MASS., Sept. 30, 1868.

TABLE No. 1,

Showing the Number of Cases of Sickness in the State Almshouse at Bridgewater, from October 1, 1867, to September 30, 1868, with the Number for each Month, and the Names of the Principal Diseases; also the Average Number on the Sick List for the year and for each Month.

DISEASES.	Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Ascites, . . . . .	3	1	1	1	1	1	1	1	1	1	1	1	1
Debility, . . . . .	4	1	1	1	2	3	1	1	1	1	1	1	1
Dysmenorrhœa, . . . . .	8	1	1	1	1	1	1	1	1	1	2	1	1
Febrile, . . . . .	7	1	1	1	1	1	1	1	1	1	2	1	1
Parturition, . . . . .	68	5	7	2	6	12	8	5	6	4	5	3	5
Rheumatism, . . . . .	9	1	1	1	1	1	1	1	1	1	1	4	1
Other Diseases, . . . . .	17	1	3	2	2	1	1	2	1	1	3	3	1
<i>Diseases of Alimentary Canal.</i>													
Diarrhœa, Chronic, . . . . .	4	1	1	1	1	2	1	1	1	1	1	2	1
Dysentery, . . . . .	4	1	1	1	1	1	1	1	1	1	2	1	1
Dyspepsia, . . . . .	4	1	1	1	1	1	1	1	1	1	1	1	1
Hepatitis, . . . . .	10	1	1	1	1	2	1	1	1	1	3	1	2
Other Diseases, . . . . .	5	1	1	1	1	1	1	1	1	1	1	1	2
<i>Diseases of Nervous Centres.</i>													
Hydrocephalus, . . . . .	2	1	1	1	1	1	1	1	1	1	1	1	1
Insane, . . . . .	3	1	1	1	1	1	1	1	1	1	1	1	1
Neuralgia, . . . . .	4	1	1	1	1	2	1	1	1	1	1	1	1
Paralysis, . . . . .	5	1	1	1	1	2	1	1	1	1	1	1	1
Convulsions, . . . . .	4	1	1	1	1	1	2	1	1	1	1	1	1
Other Diseases, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1

<i>Of Respiratory Organs.</i>	Bronchitis,	12	-	1	-	1	-	1	3	2	3	-	1	-	2	1	-
	Consumption,	6	-	1	-	1	-	1	1	1	1	-	1	-	1	1	-
	Pleurisy,	3	-	1	-	1	-	2	2	-	1	-	1	-	1	1	-
	Pneumonia,	4	-	-	-	-	-	2	2	-	1	-	-	-	-	-	-
	Other Diseases,	12	-	-	-	1	1	3	2	3	1	-	-	-	2	-	-
<i>Of the Skin.</i>																	
Erysipelas,	7	-	1	-	-	-	-	2	2	-	-	-	2	2	1	-	-
Measles, . .	55	-	-	-	-	-	5	-	-	-	15	-	-	-	1	-	-
Other Diseases,	8	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Surgical Diseases.</i>																	
Abscess, . .	4	-	-	-	-	-	-	-	-	1	-	-	2	1	-	1	-
Fractures,	3	-	-	-	-	-	-	-	1	1	-	-	-	-	1	1	-
Hernia, . .	2	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Necrosis, . .	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ulcer, . . .	10	-	4	1	1	1	1	-	-	1	1	-	4	4	5	6	1
Venereal,	59	1	6	4	4	4	4	11	7	2	2	-	-	-	-	-	-
Other Diseases,	21	3	1	2	2	3	3	3	2	2	3	-	1	-	-	1	-
Totals,	369	17	32	16	30	50	70	41	26	10	30	24	85	95	89	91	-
Average number on sick list, . . .																	



TABLE NO. 2,

*Showing the Causes of Death, the whole Number, the Sex, the Mental Condition, the Number in each Month, and the Ages of those who have Died in the State Alms-house at Bridgewater, from October 1, 1867, to September 30, 1868; also, the whole Number since the opening of the Institution.*

DISEASES OR CAUSES OF DEATH.	Total.	Males.	Females.	Insane Males.	Insane Fems.	Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Under 1 year.	1 to 2.	2 to 5.	5 to 10.	10 to 20.	20 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	Over 80.
Apoplexy, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
Ascites, . . . . .	1	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
Asthma, . . . . .	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
Bronchitis, Chronic, . . . . .	2	1	1	-	-	-	-	-	-	-	1	1	-	-	-	-	1	-	2	-	-	-	-	-	-	-	-	-	-	
Cancer, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	
Congestion of Brain, . . . . .	2	-	2	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	
Consumption, . . . . .	10	4	6	-	-	-	1	1	1	1	1	2	3	-	1	1	-	-	2	1	1	2	3	-	-	-	-	1	-	
Convulsions, . . . . .	5	4	1	-	-	-	-	1	-	-	-	2	1	-	-	-	1	-	3	1	-	-	1	-	-	-	-	-	-	
Dentition, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
Hydrocephalus, . . . . .	2	-	2	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	



TABLE NO. 3,

*Showing the Number of Births in the State Almshouse at Bridgewater during each Month, from October 1, 1867, to September 30, 1868, with a Statement of the Sex, and whether Illegitimate, Twins or Still-Born, and the Birth-place of the Mothers and the whole Number since the opening of the Institution.*

MONTHS.	Total.	Males.	Females.	Illegitimate.			Twins.	Still-Born.	Birth-place of Mother				
				Males.	Females.	Total.			U. States.	Ireland.	England.	Brit. Prov.	Other.
October, . . .	5	4	1	2	1	3	-	1	1	3	-	1	
November, . . .	6	3	3	3	3	6	-	-	4	1	-	1	
December, . . .	3	2	1	2	1	3	-	-	1	-	1	-	
January, . . .	6	5	1	5	1	6	-	-	2	3	-	1	
February, . . .	12	6	6	6	6	12	-	-	4	3	-	5	
March, . . .	7	4	3	4	3	7	2	2	2	4	-	1	
April, . . .	5	3	2	3	1	4	-	-	-	2	1	1	
May, . . .	6	2	4	2	3	5	-	1	1	1	1	2	
June, . . .	5	2	3	1	3	4	-	-	2	2	-	1	
July, . . .	3	3	-	3	-	3	-	-	-	3	-	-	
August, . . .	3	2	1	2	-	2	-	1	1	2	-	-	
September, . . .	5	2	3	2	1	3	-	1	3	1	-	-	
Totals, . . .	66	38	28	35	23	58	2	6	21	25	3	13	

Whole Number since the opening of the Institution, . . . . 763

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FIFTEENTH ANNUAL REPORT

OF

THE INSPECTORS

OF THE

State Alms-house and Primary School

AT

M O N S O N .

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OCTOBER, 1868.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET, (CORNER OF FEDERAL.)

1869.



# Commonwealth of Massachusetts.

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## INSPECTORS' REPORT.

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*To His Excellency the Governor and the Honorable Council.*

With the close of another financial year, we submit our Report of the condition of the State Primary School and Almshouse at Monson.

Dr. J. M. Brewster, Jr., resigned the superintendency of the institution on the 3d of January, and a vacancy existed till the first of April, during which time, Joseph H. Brewster, for many years Assistant-Superintendent, performed the duties of Superintendent very acceptably.

Dr. Horace P. Wakefield became Superintendent on the first of April, and in addition to filling this position, he has filled that of Physician, thereby saving \$500 of the salary formerly paid to a physician. He has had for his assistant in the hospital, D. W. Osgood, who, as a student, has served without pay.

Mrs. Maggie E. Brewster was appointed Matron in January, and filled the position till the first of September, when she resigned to become a teacher in the schools, and Mrs. Wakefield, wife of the Superintendent, was appointed her successor. The former did well, and the latter, thus far, makes an excellent Matron.

The hospital building, not completed at the time of making our last Report, is now finished and occupied. The appropriation originally made for its construction, together with the removal and repairing of the boys' play-house, was \$1,500.

This sum was found insufficient, and a further sum of \$3,851.82 was appropriated by the last legislature to complete the two buildings.

The necessity for a new boiler, and repairs upon the buildings, fences and grounds had become so apparent that a special appropriation of \$5,000 was made by the legislature in the spring, to be expended in improvements. Of this amount \$1,952.23 has been expended in building new fences, laying walks, paving water drains, grading the play yards and "springing up" the premises. The rear yards, full of large boulders, unsightly holes, and dirty puddles of water in rainy weather have been cleared, levelled and grassed, rendering them pleasant to look upon. The unprecedented rains of the past season delayed progress in this work, and floods from the mountains the rear swept through the mellowed earth after having been graded, making numerous furrows, tearing down terraces and filling up drains, rendering it necessary to do some of the work over and over again. During one of the heavy rains in the early summer, the dam on the farm was partially washed away, thus adding another item to our list of misfortunes and extraordinary expenses.

By making new water channels, and laying sags in a number of places, much of the inconvenience occasioned by heavy rains will, in the future, be avoided. It will be impossible, however, to complete all the improvements commenced before winter sets in, but the work will be resumed in the spring.

A new boiler, to take the place of one already worn out, is in process of construction; it will be of larger capacity than the old one, and cost \$700.

The farm has been cultivated with usual care and success. The increase of milk is more than four thousand gallons over the quantity produced last year, and the potato crop, an essential one in the bill of fare for inmates, amounts to over two hundred bushels. Notwithstanding a large quantity of milk is raised on the farm, more has to be purchased. Enough hay is produced to winter a herd of cows that will fully supply the institution, but there is not pasture enough in summer. The legislature has twice been petitioned for an appropriation to purchase a pasture of twenty-five acres, adjoining the farm and only a few rods from the barn, but we have failed to obtain it.

it. The request will be repeated at the next session, with the hope of better success. The reasons for this purchase are more fully set forth in the Superintendent's Report.

At the close of the last financial year there were in the Alms-house department, . . . . . 239  
Admitted in the past year, . . . . . 1,305

Total, . . . . . 1,544

Number transferred to Primary School, . . . . . 205  
Number discharged, deserted and died, . . . . . 1,202  
Number at present in the Almshouse, . . . . . 137  
Average number supported in the Almshouse through the year, . . . . .  $233\frac{9}{2}$

Number in the Primary School October 1, 1867, . . . . . 418  
Admitted during the past year, . . . . . 270

Total, . . . . . 688

Number of pupils discharged, removed and died, . . . . . 285  
Now members of the school, . . . . . 403

Of this number 306 are boys, and 97 girls.

Average number supported in the school through the year, . . . . .  $413\frac{1}{2}$

Cost per week, of supporting each inmate of Almshouse and pupil of Primary School, . . . . . \$2.10 $\frac{1}{2}$

Total number of admissions to the institution since its opening, . . . . . 17,212

In the spring a series of epidemics followed each other in rapid succession, sweeping into the grave more than a score of little ones in a few weeks. Since then the hospital has been nearly empty of patients; and, but for the adult sufferers, who gather in as cold weather approaches, there would be little need of a physician, and less of medicine.

There have been thirty-three births during the year, of which twenty were illegitimate. The deaths number eighty, twenty-one of which occurred among the children of the Primary School.

An attempt is making to lessen the number of admissions from a class of tramps and stragglers who travel back and



forth from the eastern to the more western cities, making Palmer a point at which to gather at night or at the close of the week. From that place they file into the institution by the half dozen and dozen, seeking lodgings, or a few days' rest, refusing to work, and often insolent. They have seemed to look upon the Almshouse as a public inn, into which all who travel upon the highway may go and partake "without money and without price." On one occasion, a man living in comfortable circumstances in a neighboring town was discovered among a gang of these tramps, who had sought the Almshouse for food and lodging, expecting to depart on the morrow. For many years this practice has been kept up, till now it is not difficult to identify these impostors from the worthy and needy poor, and give them their choice to remunerate the Commonwealth by labor or journey on.

The wants of the institution are many. We need steam for warming purposes, believing it to be safer, more healthful and more economical. We need new and better facilities for washing, the old machinery being nearly worn out; the buildings need a new coat of paint, and the furniture in the Superintendent's department should be renewed. Considerable more can be accomplished with the unexpended portion of the appropriation made last spring, but we cannot put in steam-heating apparatus, and make all the necessary repairs, without another and a larger appropriation.

The Primary School department at the present time contains 403 pupils, 372 of whom are in daily attendance upon the schools, together with 27 from the Almshouse department. Some are too small to attend school, yet they are counted as belonging to this department.

Rev. Charles F. Foster has continued as Principal of the school, and has been assisted by seven female teachers. They have labored diligently to bring the school up to the standard of excellence originally intended by the Board of State Charities. In the way of this there are several obstacles. In the first place, the construction of the buildings is such that it is almost impossible to isolate the children completely from the adults. In the school, the dining hall, in their dormitories and play-yards, the children are removed from pauper inmates, but they meet them at the corners of the walks, at the door-

ways, in the chapel, and on various occasions. The Board of State Charities have made a large reduction of the adult inmates the past summer, by removing them to the Tewksbury and Bridgewater institutions. There will always be more or less of this class here, and more in winter than in summer; but if the Primary School is to be made what it should and can be, the number of paupers should be kept so small that they can be accommodated outside of the main building, where they will not be in daily association with the children.

Notwithstanding all the difficulties it has had to contend with, the Primary School may be considered a success. The children are better taught, better cared for, and better contented than they were under the old almshouse regime. A great many things may yet be done for their comfort and elevation, and we only wait the pleasure of the legislature to furnish means for doing them. While the State is dispensing munificent bounty to its literary institutions of higher pretensions, it should not forget its orphan and friendless children.

None but those who daily labor in behalf of these little ones can appreciate or realize the great amount of good here accomplished. The children are gathered in from the sloughs of vice and ignorance, and here first directed in paths of knowledge and virtue. They are plucked as brands from the burning, to be made useful and respectable members of society. In this grand work of salvation the State can afford to be liberal, yea, bountiful.

Mr. Foster and his corps of teachers have labored earnestly in a good cause. The children have been encouraged, educated and amused. The schools appear well, are under the best of discipline, and are making excellent progress.

The number of children sent out to families during the year is one hundred and seventy-nine. Of this number, sixty-five have been returned for various reasons, leaving one hundred and fourteen in their places. Though the Primary School is now full of little children, it contains less than a dozen over twelve years of age suitable to place out. Institution life is unnatural, and it is better to provide children with homes in families, though not always as desirable as could be wished, than to retain them here. There will be some wrongs perpetrated upon indentured children, but they are so closely looked

after now that no abuse can be of long continuance or pass unnoticed.

Most of our boys and girls, and especially the boys, are taken by farmers. They select the largest, that they may be of immediate help; and the consequence is, a large number of small children are left in the school. We believe some inducement not hitherto furnished should be offered to families to take the small children. Many excellent families in moderate circumstances would take these little ones if they could receive a small compensation. To say nothing of the benefit that would accrue to the children, it would be a measure of economy for the State.

One member of this board, acting as Visiting Agent for the Board of State Charities, has had supervision of the children placed out for the past two years. For four months and a half, in the present year, the agency was suspended by that Board for want of means, but continued by the board of inspectors. Among some of the results of this agency may be mentioned the procuring of more and better homes for children, less abuse, fewer neglects, a large decrease in the number of runaways, and a familiar acquaintance with the whereabouts, history, wants and circumstances of every child placed out.

As the Primary School is the home of the children before they are placed out, it should be made so pleasant, so attractive, that a boy or girl may seek it as a temporary asylum when out of a place or overtaken by misfortune. Here they should find a genial welcome, words of cheer and encouragement, and a hearty "God help you" when they again go forth.

It is our desire that no officers should be employed who have not hearts for this good work as well as purses for the pay. The numerous duties of the institution require many servants of the Commonwealth, a list of whom, with their compensation, follows:—

Horace P. Wakefield, <i>Superintendent and Physician</i> ,	\$1,800 00
Mrs. Mary B. Wakefield, <i>Matron</i> , . . . .	300 00
Joseph H. Brewster, <i>Ass't-Sup't and Clerk</i> , . .	1,000 00
Charles F. Foster, <i>Chaplain and Principal of</i> <i>Primary School</i> , . . . .	800 00
Mrs. C. S. Foster, <i>Teacher</i> , . . . .	200 00

Mrs. L. M. Montague, <i>Teacher</i> , . . . .	\$200 00
Mrs. M. E. Brewster, <i>Teacher</i> , . . . .	200 00
Mary E. Bassett, <i>Teacher</i> , . . . .	200 00
Ida E. Allen, <i>Teacher</i> , . . . .	200 00
Lucy J. Beebe, <i>Teacher</i> , . . . .	200 00
Henrietta N. Day, <i>Teacher</i> , . . . .	200 00
Edwin N. Montague, <i>Charge of boys in play-house and yards</i> , . . . .	400 00
Charlotte A. St. John, <i>Nurse</i> , . . . .	200 00
Susan C. Yarrington, <i>Assistant-Matron</i> , . . . .	208 00
Lizzie H. Drake, <i>Assistant</i> , . . . .	200 00
— Baldwin, <i>Seamstress</i> , . . . .	200 00
Frank Johnson, <i>Acting Engineer</i> , . . . .	300 00
Joseph W. Mason, <i>Cook in inmates' department</i> , . . . .	400 00
G. W. Cobb, <i>Baker</i> , . . . .	575 00
Mrs. H. W. Clark, <i>Laundress</i> , . . . .	200 00
W. J. Clark, <i>Farmer</i> , . . . .	500 00
Orin S. Bradley, <i>Assistant-Farmer</i> , . . . .	400 00
Robert Gallivan, <i>Watchman</i> , . . . .	800 00
A. O. Hitchcock, <i>Charge of clothing, &amp;c.</i> , . . . .	300 00
Michael Sisk, <i>Assistant</i> , . . . .	180 00

## INSPECTORS.

Gordon M. Fisk, . . . .	\$160 00
Eleazer Porter, . . . .	160 00
Thomas Rice, . . . .	160 00

## INVENTORY OF 1868.

[By Valuation of D. B. BISHOP, Esq., on the first day of October, 1868.]

## Real Estate,—

176 acres of land, viz., 23½ acres woodland, and

152½ acres of tillage, pasturage and unproductive, \$14,778 69

Buildings, . . . . 99,885 00

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\$114,663 69

## Personal Estate,—

Live stock on the farm, . . . \$5,644 25

Products of the farm, . . . 6,088 99

Carriages and agricultural implements, 2,327 51

Machinery and mechanical fixtures,	\$4,595	30
Beds and bedding in inmates' department,	8,246	17
Other property in inmates' department,	4,402	30
Personal property in Superintendent's department,	3,951	23
Ready-made clothing,	5,428	39
Dry goods,	1,090	26
Provisions and groceries,	1,245	93
Drugs and medicines,	536	68
Fuel,	4,877	50
Library,	397	45
Total personal property,	—	\$48
Total invoice,	—	\$163

We are under obligations to the Board of State Charitable suggestions, in regard to the Primary School Almshouse. These suggestions have been carried out as they could be with the means furnished by the legislature.

We desire to commend Dr. Wakefield for the energy with which he is discharging the duties of Superintendent, and the effort he is making for the success of the institution. His report as Superintendent and Physician follows our order and will be found a readable and interesting document. The report of Rev. Mr. Foster, Principal of the School and Charitable Almshouse, is also appended. We desire also to testify to the industry and faithfulness of all the subordinate officers, in their labors for the welfare of inmates and pupils and the interests of the Commonwealth.

GORDON M. FISKE,  
ELEAZER PORTER,  
THOMAS RICE,

*Insp.*

STATE PRIMARY SCHOOL AND ALMSHOUSE, }  
MONSON, Oct 1, 1868. }

## REPORT OF THE SUPERINTENDENT AND PHYSICIAN.

---

*To the Inspectors of the Monson State Almshouse and Primary School.* \*

GENTLEMEN :—The season has again come when the law provides that the Superintendent shall submit his Annual Report to your honorable Board. For only one-half of the period for which I must report have I had supervision, and for only one half can I be held responsible. For the last six months I must stand by the record, willing or unwilling. By the management of the institution during this time I stand ready to be judged.

On the 20th of March, I received from His Excellency Governor Bullock, unsolicited, a commission of Superintendent of the Monson State Almshouse and Primary School. Although I had had some experience in institution life in different capacities, I entered on these duties, on the first day of April, with but a faint idea of the cares, responsibilities and anxieties of the position. In order that all things should “work together for good” to the inmates, the officers, the institution and the Commonwealth, I had learned from experience that it was necessary there should be some recognized head. On the question who that head should be, there seemed to be a difference of opinion. A certain class of inmates was determined to dispute to the bitter end my claim to this prerogative. After repeated trials, however, in the supreme court of the Almshouse, it has been settled that my claim was a valid one, and at present my authority is recognized *nemine contradicente*.

### RECEIPTS.

Amount of cash received from the unexpended appropriation of 1867,	. . . . .	\$12,277 24
Cash received from deficiency appropriation for 1867,	. . . . .	4,888 59

Cash received from the annual appropriation of 1868, . . . . .	\$48
Cash received from appropriation for erecting new hospital, . . . .	\$646 08
Cash received for moving and repairing boys' play-house, . . . . .	6 71
<hr/>	
Cash received from appropriation to meet a deficiency for new hospital, . .	\$3,348 22
Cash received from appropriation to meet a deficiency for boys' play-house, .	503 60
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Cash received from special appropriation of 1868, .	1
<hr/>	
Receipts from appropriations, . . . .	\$72
Receipts from other sources, . . . .	
<hr/>	
Total receipts, . . . . .	\$72

## EXPENDITURES.

Salaries of officers, (\$2,560.98 of which was for educational purposes,) . . . . .	\$8
Labor, . . . . .	1
<hr/>	
Total for salaries and labor, . . . .	\$10
<hr/>	
Meats, . . . . .	\$6,952 09
Fish, . . . . .	490 87
Fruit and vegetables, . . . . .	25 25
Flour—986 barrels, . . . . .	11,994 87
Grain and meal, . . . . .	1,923 44
Tea and coffee, . . . . .	1,081 36
Sugar and molasses, . . . . .	2,140 82
Milk, butter and cheese, . . . . .	2,241 13
Salt and other groceries, . . . . .	1,655 57
Other provisions and supplies. . . . .	1,686 89
<hr/>	
Total for provisions, . . . . .	30
<hr/>	
Clothing, shoes, hats and caps, . . . .	3
Fuel and lights, . . . . .	5
Medicines, . . . . .	
Furniture, dry goods and bedding, . . . .	6

Transportation, . . . . .	\$721 42
Ordinary repairs, . . . . .	1,519 10
Expenses of Inspectors, . . . . .	480 00
All other expenses, . . . . .	4,016 28

Total current expenditures, . . . . . \$63,804 55

*Extraordinary Expenditures.*

Belting and fixtures, . . . . .	\$50 00
Repairing stoves and pipes, . . . . .	151 20
Lumber and labor for fence, . . . . .	275 00
Agent for visiting children, . . . . .	601 84
Furnaces, . . . . .	1,029 48
Lumber and labor for boys' play-house, . . . . .	510 31
Lumber and labor for new hospital, . . . . .	3,994 30
Expended of special appropriation, 1868, . . . . .	1,952 23
Extraordinary expenditures, . . . . .	8,564 36

Total expenditures, . . . . . \$72,368 91

Whole number in Almshouse October 1, 1867, . . . . .	239
Admitted during the year, . . . . .	1,272
Births during the year, . . . . .	33
Total, . . . . .	1,544

Whole number discharged, . . . . .	1,039
Whole number deserted, . . . . .	104
Transferred to State Primary school, . . . . .	205
Deaths, . . . . .	59
Total discharged, . . . . .	1,407

Remaining, October 1, 1868—

Men, . . . . .	33
Women, . . . . .	46
Total adults, . . . . .	79
Boys, . . . . .	38
Girls, . . . . .	20
Total children, . . . . .	58
Total adults and children, . . . . .	137
Total, . . . . .	1,544



Whole number in Primary School, October, 1867, . . .  
 Admitted during the year, (270,) viz.:  
 Transferred from Monson Almshouse, . . .  
 Transferred from Westborough R. School, . . .  
 Returned to institution, . . .

Total, . . .

Whole number discharged, . . . 113  
 Whole number removed, . . . 151  
 Deaths, . . . 21  
 — 285

Remaining, October 1, 1868—

Boys, . . . 306  
 Girls, . . . 97  
 — 403  
 Total, . . .

The average number supported in the Almshouse for  
 the year ending October 1, 1868, is . . .  
 The average number supported in the Primary School,  
 is . . .  
 The average number supported in both departments,  
 is . . .

Dividing the actual amount drawn from the treasury  
 Commonwealth, \$63,804.55, by the average number of in-  
 mates, 646 $\frac{1}{2}$ , gives an annual cost of \$98.68, and a weekly  
 \$1.90, for each inmate.

Dividing the current expenses, consisting of the a-  
 mount drawn from the treasury, \$63,804.55, and the deprecia-  
 tion of personal assets, \$6,984.59, = \$70,789.14, gives the annu-  
 al cost of \$109.46, and a weekly cost of \$2.10 $\frac{1}{2}$ .

To this may be added the sum of five hundred dolla-  
 amount raised on the farm, consumed and not inven-  
 consisting of corn, potatoes, peas, beans, tomatoes, strawb-  
 currants, melons, etc., etc. This would add seventy-seve-  
 to the annual cost, and one cent and a half to the week-  
 of each inmate.

Many articles of personal property have been ma-  
 reduced in the appraisal from last year, and there is a

off of more than four thousand dollars in the four articles of vegetables, hay, wood and manure.

The first movement I made was to move a building standing in the rear yard near the office, which was used as a swill and ash-house, and around which had accumulated large quantities of cinders and ashes. These soon followed the building, and although I have made strenuous exertions to have them used, we have some twenty or thirty tons on hand at the present time. The hose-house and the dead-house which also graced our yard were disposed of; the one was dispensed with and the hose transferred to a more convenient location, while the other was moved to a less conspicuous position.

Having disposed of the buildings I put in a main with side drains in the lower section of the rear yard for the purpose of transforming a pond vocal with the music of spring's earliest pipers into solid land.

I learned from the engineer that one boiler had been in use every day for more than two years, that the other had not been fired up for the same time, and that in his opinion it was not safe so to do. I stated the case to your board, and also to some members of the Board of State Charities, and found it to be the opinion of all that common prudence required that the cooking of the food for five or six hundred inmates should not be dependent on a single boiler. A committee of the legislature soon after visited the institution and reported a Resolve, which passed the legislature, appropriating five thousand dollars for procuring a new boiler and making repairs on the fences and grounds of the institution. It was agreed by all that this was only a drop in the bucket, a tithe only of what was needed to meet the wants of the institution, but it was near the heel of the session, and perhaps the legislature thought it the part of wisdom to ascertain whether the new superintendent could economically and judiciously expend the sum of five thousand dollars,—whether he was faithful in a little before he was intrusted with larger sums.

As soon as the legislature rose, under the direction of your board I made a contract with Roche Brothers, of Springfield, to make us a new boiler in exchange for the old one, for the sum of seven hundred dollars. There has been some delay,

but I hope to have the same set before cold weather, for less than one thousand dollars.

When I came here the hospital grounds were unenclosed and only the boys' yard and the women's were enclosed with tight fence. The balance of fence was an open fence in dilapidated condition, with the rails on the inside, which was as a ladder, inviting all who desired to scale the fence when and wherever they pleased. Desertions were common for the inmates preferred more varied scenes to the monotony of almshouse life. Now all the yards are enclosed with tight fence and also the grounds around the hospital, and escapes are a greater rarity than they were a few months ago.

Immediately after the appropriation for grading the grounds had been made at the last session of the legislature I directed my attention to this work. The boys' yard, the girls' yard and the upper section of the rear yard were rough in the extreme. They were covered with stones, stumps and shrub-oaks. Hundreds of tons of stones have been dug, blasted and removed. These grounds have been cleared for both the scythe and the plough, are now graded and sown, and are only waiting the springing of the grass to make them handsome lawns.

One of the greatest annoyances we have to contend with is the large amount of surface-water that comes pouring upon the grounds at certain times, in torrents, from the height in rear of the buildings. In grading these yards I have been compelled to make stone gutters, at great expense, to carry off the surface water. Some hundred feet of these have been laid in order to preserve these yards from being torn up in every heavy storm.

Across the rear yard direct from the dining-room to the boys' and girls' play-houses, I have made a new concrete walk, and one to the hospital, at an expense of over two hundred dollars.

The wall under the carpenter's shop, which was tottering at its fall, has been substantially rebuilt, and what was once a blacksmith shop has been converted to a receptacle for the engineer's department. A drain has been laid within the walls of the hospital cellar, and also to the furnace, in order that we might have locomotion other than by water, and that the fire of the furnace might not be extinguished, since it was constructed to run by fire instead of by water.

The dam, which gave way soon after I came, in the

season, has also been repaired. Hundreds of loads of gravel were carried out in less than half an hour. The gate of the flume was some twenty feet up stream from the spiling, and the pressure of the water on the bottom of the flume below the gate and above the spiling tore up the bottom of the flume, and the water and dam went out together. The gate and the spiling are now in the same line, and I trust the water is surely dammed. I have rolled a stone over the mouth of those wells in the rear yard, which, more ancient in appearance than those of the patriarch Jacob, formerly supplied with sparkling water the Irish maidens of this institution, but which had long since failed, because "there was nothing to draw with," so that "the places that once knew them shall know them no more forever."

The larger scholars have been so classified that one division can be engaged in their studies one part of the day while the other division is employed in labor. In the other part of the day the converse obtains. This, in the opinion of Mr. Foster, the Principal of the school, is an advantage to the scholar, while I know it is a benefit to the child as a kind of recreation, an advantage from the knowledge obtained of labor, by which a livelihood must be obtained by this class of persons, as well as the pecuniary advantage resulting to the institution and the Commonwealth.

I have taken away the fence in front of the main building and school-rooms, thereby making the front aspect much less like a prison or house of correction. In the early part of the season I literally eradicated the bushes from about five acres of our pasture, and ploughed and planted with potatoes two acres more. It is necessary to follow up this practice vigorously for a few years, for unless you eradicate the bushes, the bushes will eradicate the feed. There is land enough belonging to the farm, if cleared from bushes, to afford a supply of pasturage, but the amount of arable land, suitable for the cultivation of corn, potatoes and vegetables is altogether too limited.

The fence to the yard used by the children afflicted with scabies I have taken away, thereby enlarging the yard in rear of the buildings. I have removed this class, and those afflicted with sore eyes, to the hospital, thereby vacating the upper story of what was once the men's hospital. This is now occupied as

a sleeping-room by the men, while the beds are transferred from the lower floor, which is now only used as a place of storage for the daytime. I procured a new belt for the corn mill a short time since, at an expense of fifty dollars, and a new main belt, which has been in use since the machinery was in motion, is so used up, that it will be unsafe to grind a bushel of grain till a new one is procured. This will cost over one hundred dollars, but it is one of the necessities—indispensable, and further postponement cannot be had. I have expended the sum of \$226.74, besides \$116.72, the sum realized from the sale of the old stock, in plumbing. The water pipes in many places were so out of repair, that by leakage the work had become rotten and the partitions crumbling away, that it was necessary to insert new wood, on which to hang the pipes. Most of the water-closets and a large part of the pipes have had a general overhauling, and what has been repaired has been done thoroughly.

When I came here I found that thirty gallons of milk a day was purchased and used, besides what was produced on the farm. I am of the opinion that the farm should raise enough milk used in the institution. I think the farm will be sufficient for forty cows, besides keeping teams enough to do the work of the establishment. By keeping thirty cows constantly in milk, which may be done with a herd of forty cows, a sufficient supply of milk can be obtained.

After consultation with your board, it was deemed it prudent to make the attempt this year. In May, we had twenty cows in milk, which gave us an ample supply, but I found I could not obtain it in winter unless I engaged it for the winter. I contracted with John M. Converse, for twenty gallons a day for a year, at twenty cents per gallon, delivered. When in full feed, with a supply from our own cows, I sent the milk to a cheese factory, till our own supply failed. We have received ten hundred and thirty-four pounds of cheese for our own consumption.

From the special appropriation of \$5,000, made for the purchase of a new boiler and repairs, there has been expended the sum of \$1,952.23. Other expenditures have been made, and are now being made and not liquidated, and the boiler is under contract. The balance of the appropriation will be used

repairs the most urgent, to determine which is difficult, when so many and so varied are pressing to be made.

I propose to make a drive-way to the front door, so that visitors and persons on business may gain an entrance to the institution without being compelled to gain first impressions of the institution, from seeing it in its worst aspect.

When "the harvest is past," and the fruits of our toil have been gathered into our barns, I propose to try the experiment, for the winter at least, of learning our girls and some of our boys, that class especially which by reason of some physical disability remain with us from year to year and are likely so to do, the use of the needle. We are short of inmate help in all our departments of labor, and although the experiment may not be remunerative, pecuniarily, still I think it may be serviceable to the boys and girls, and eventually may be a saving in one item of labor. In weeding and the care of our garden and field crops, in picking stones, gathering potatoes, vegetables, apples, &c., the boys have been serviceable. For the winter months, when this cannot be the case, I propose to employ them at some in-door work, so far as is practicable.

The medical department of the institution has also been under my supervision since the 1st of April last. Dr. J. D. Nichols, who had charge of this department for over nine years, left the next day after my arrival. Epidemics of rubeola, pertussis, parotitis, varicella, and cerebro-spinal meningitis, were prevailing in the institution; and probably at no time since the institution was opened were so many children sick and so great mortality among the sick, as during the months of March and April. Several cases passed safely through one epidemic, some through two, but succumbed when attacked by the third. Had a single epidemic prevailed at a time, the mortality would have been much less. Seven had died within four days, prior to my arrival. All the hospital wards were overflowing, while many other rooms for the time being were devoted to the comfort of the sick. For about three weeks I had the whole charge of this department, till I was relieved by D. W. Osgood, a young gentleman who had spent three years in the study of medicine, but had not taken his medical degree, who has since rendered me valuable service and to whom I am under great obligations for his watchful care and unremitting

efforts to do all in his power to relieve me from labor charge all his duty to the sick to whom he ministered.

After these epidemics had subsided, and I had had take observations, I determined to make an onslaught on scabies, which for a long time had been the scourge and the institution. For a few weeks I made this a special study by following it with patience and perseverance, with sulphur, the institution is free from any developed case so far as I can see, must look to some foreign source for the propagation of a new crop.

Aside from the aforementioned diseases, there is about the same amount of sickness and death that is common occurring in the institution. The debilitated old, feeble young, here meet the king of terrors. The victim is living out half their days by reason of their excesses, and the innocent "the iniquities of whose fathers visited upon them to the third and fourth generation" pay the debt of nature.

The whole number of births for the year is thirty (33.) Of these, twenty were illegitimate and thirteen legitimate. Males, 16; females, 17. Six mothers were natives of Massachusetts, six of the other States, and twenty-five foreigners. Four fathers were natives of Massachusetts, four of other States, and seventeen were foreigners. Whole number of births since the opening of the institution, is 300 males and 183 females.

The whole number of deaths during the year is 80; 53; females, 27. Of these, twenty-one belonged to the School—sixteen males and five females.

Under 1 year old,	.	.	.	.	.	.
From 1 to 5,	.	.	.	.	.	.
5 to 10,	.	.	.	.	.	.
10 to 20,	.	.	.	.	.	.
20 to 30,	.	.	.	.	.	.
30 to 40,	.	.	.	.	.	.
40 to 50,	.	.	.	.	.	.
50 to 60,	.	.	.	.	.	.
60 to 70,	.	.	.	.	.	.
70 to 80,	.	.	.	.	.	.

The whole number of deaths since the opening of the institution is 968 ; 499 males and 469 females.

The whole number of admissions to the hospital during the year is 1,027 ; the average number in the hospital during the last six months is 86.

Some of the inmates of the institution have been retained for a longer or shorter time, because their services were valuable. The Board of State Charities objected to this policy being continued, and I have discharged some efficient workers, who have been here for many years. This very much reduces the labor performed by the inmates, and makes it necessary to secure more hired labor. I find it very difficult to secure good, efficient helpers. It is much easier to hire teachers and officers than washers and scrubbers. Although many of the inmates are shiftless and indolent, still I am in duty bound to bear testimony to the alacrity and efficiency of others, who perform all their duties in a manner commendable and worthy of imitation and praise.

I would call your attention to the large number of transient persons sent here from the town of Palmer. It would seem that there was a telegraphic communication along the line from Boston to Albany, New York, Hartford and New Haven, *via* Palmer, that every loafer and vagrant on the line could be provided at the State's expense with lodgings in the Monson Alms-house. They come at all times in the evening, and at all times at night, after the inmates have retired and the premises are closed. To this class, since your board passed the vote leaving it at my discretion whether to admit inmates or not after the arrival of the evening train of cars, I have given the choice of going on or remaining till the agent of the Board of State Charities can look into the case and ascertain whether it be not better for the common weal that they be provided with lodgings for more than a night with our friend Capt. Goodspeed, in Bridgewater. Most of these vagabonds seem to have a realizing sense of the magnanimity of the offer, and prefer to jog on and pitch their "tent a day's march nearer home," than to tarry even for a night, while the hungry and unfortunate who are willing to pay an equivalent in labor for the pittance bestowed, having so done, on the morrow, go on their way rejoicing. It would seem that Palmer, like every other town in the



Commonwealth, should provide for its own vagabonds lock-up, or otherwise, instead of sending them out of town to be provided for at the expense of the State. Should she have an example of a few of these, the news would go with a velocity compared with which the telegraph would be a "slow coach," and this tide of travel would soon flow in a new channel.

Thus much for what I have done and propose to do; for what I would do, had I the means.

The institution needs a piece of land in rear of her building containing about twenty-five acres, for the following reasons:

1. The water on which we rely for the extinguishment of fire, comes from this lot of land, the reservoir being located on the same. This reservoir is subject to the incumbrance of maintaining a supply of water for the cattle at all seasons. The State paid between one and two hundred dollars for the privilege of maintaining this reservoir, but she has no right to enlarge it without the consent of the owner of the land. For the greater part of the year, the supply of water is abundant, but when there is a drought, we must furnish water for the pasture, which sometimes has taken the whole supply. The State has been at the expense of constructing a reservoir and laying pipes to supply the institution, and she should have control of the same.

2. The land lies upon the side of the hill, above the premises, from which, and the mountain in the rear, is poured all the surface water falling thereon upon our yards, and we cannot divert unless we own the land. The season has been a wet one, and while we have been grading our yards we have been deluged every few days, so that the expense of guarding against this inundation has been an item of no small amount. This could in a measure be avoided, if we owned the land, by turning the water into the highway.

3. It lies within a few rods of our barns and is much more convenient of access than a great part of our tillage land. The expense of hauling manure on this would be far less than it is where we now cultivate. We are now cultivating about six acres on our farm which can be reached across this land in one-fourth the distance we are compelled to travel to reach it now. The saving in team labor would be a large item.

4. We need the land for tillage; almost every acre

farm near the barns, and suitable for tillage, is now under the plough, and some of them have been since the institution was opened. These need rest, or should be turned for a few years from the plough to the scythe. Most of our grass land is so wet and springy, that it can better be kept up by top-dressing, than by ploughing. The whole of this piece of land is suitable for tillage and is adjacent to our barns. If the fields now under the plough were stocked to grass as they should be another spring, I know not where we could find sufficient arable land on which to raise our crops of corn, potatoes and vegetables, unless at so great a distance from our barns, and on such steep declivities, that the labor would exceed the profits. By the purchase of this a valuable accession will be made to our arable land, and mowing fields more remote could be converted into pasturage, which is the great desideratum of our farm. So important that the State should be able to secure this land I deemed it, for the reasons above assigned, that I have obtained a bond for a deed of the owner, Eli N. Fay. Under the circumstances, the State cannot afford to lose this opportunity of securing control of the water and land so essential to our convenience and profit. I hope your board will not fail to urge on the governor and council, and the legislature also, the urgent necessity of securing it.

Another subject I would bring to your attention is that of heating these buildings by steam. I believe that most of the institutions of the State are so heated. Of its health, its comfort, its convenience, its economy and its safety, I have no doubt. We have a series of large wooden buildings, perfect tinder boxes for the least spark, and from forty to fifty fires. These buildings are filled by from five to six hundred giddy, thoughtless children, and careless, improvident adults. To every one who knows how great is the exposure, how great the carelessness with fire, matches, shavings, straw, and combustibles of every kind combined, it seems a wonder that Providence has so kindly watched over and preserved us from the devouring element. In examining, for winter's use, the stoves, funnel, &c., I found everything so exposed to fire, that it seemed it was rather the hand of a merciful Father that has preserved the institution than the prudent care of a provident State.

Each member of the committees, which visited us the last

session, admitted that it should be done; some supposed they came, that it was done, and it was only the advance stage of the session that prevented the subject being brought to the attention of each branch of the legislature. A decision of appeal should be made to these bodies the coming session.

Another subject to which I would call your attention, is the importance of procuring a new wash-room, and a new wringer machine. Whatever the mammoth Machine was once, it is now ceased to be serviceable.

“Tis a monster of so hideous mein,  
That to be hated needs to be seen.”

Why it does not fall is a mystery. Its room is better than its service. We have steam-power, and as scarce as manual labor is here, it should perform this service. The wringer has been worked by a four-man power, which might far better be worked by steam-power, with a proper machine. The saving of time and tear, in such an establishment, between a good and bad machine, is an item not small. The location of the wash-room over the boiler and engine-room, from which water is constantly dripping on the belting and machinery, is decidedly objectionable, and should be moved to the ground floor.

I would also put you in remembrance of the suggestion made by the Board of State Charities. They say, “A wash-room might be provided with so many seats that each child should have a particular place, with a towel and comb attached.”

“Every child should have an extra suit of clothing for Sunday and holidays. This need involve no additional expense except at the outset, since the best suit can afterwards replace the worn-out one. A closet, with partitions, should be provided, so that each child may fold up and lay away the articles of his suit.”

These suggestions meet my most hearty concurrence, and I only wait for the funds to enable me to carry the same into effect.

I would urge on your board the pressing necessity of repairs in general. Eave troughs must be repaired, floors must be relaid, plastering renewed, buildings repaired, and a wood shed erected. You, gentlemen, are sufficiently familiar with

is needed in such an establishment to make work easy and home comfortable, that I trust you will see that funds be forthcoming thus to do.

My best efforts, and my highest energies, have been directed toward the improvement of the institution committed to my supervision. I trust that something has been done in this direction, and when we realize the wide field of labor, let us hope that much more may be done by persevering efforts.

To the children and inmates who have cheerfully submitted to what at times might seem rigid discipline I am grateful; to the officers who have readily seconded my efforts, and endeavored to make my administration a success, I am under obligations, while to your board I am indebted for co-operation, personal kindness, and courteous bearing towards me and mine.

Commending all our interests to Him who "watcheth the fall of a sparrow," and superintends all the affairs of the universe, who tunes "the harp of thousand strings," and ministers to all our infirmities, I subscribe myself,

Very truly, yours,

HORACE P. WAKEFIELD,

*Superintendent and Physician.*

STATE PRIMARY SCHOOL, }  
MONSON, Oct. 1, 1868. }

## STATEMENT No. 1.

*Nativity of Inmates received during the year ending September*  
1868.

Massachusetts, . . . . .	381	Connecticut, . . . . .	
Ireland, . . . . .	368	Foreign countries, . . . . .	
England, . . . . .	124	Rhode Island, . . . . .	
New York, . . . . .	80	New Hampshire, . . . . .	
Other States, . . . . .	60	Maine, . . . . .	
British Provinces, . . . . .	57	Vermont, . . . . .	
Scotland, . . . . .	37	France, . . . . .	
Germany, . . . . .	37		
Unknown, . . . . .	29		1,

Of the number received 167 came from Tewksbury State Almshouse, 3 from Bridgewater State Almshouse, 10 from Westborough Reform School, and 695 from Palmer, nearly of whom were travelling paupers.

## STATEMENT No. 2.

*Products of the Farm.*

English hay, . . . . .	96½ tons.	Turnips, English, . . . . .	50 bu
2d crop, . . . . .	17½ "	Mangel wurzel, . . . . .	300
Corn fodder, . . . . .	3 "	Peas in pods, . . . . .	17
green, . . . . .	31 "	Beans, . . . . .	20
sweet ears, . . . . .	106 bush.	Onions, . . . . .	200
pop, . . . . .	15 "	Apples, common, . . . . .	125
Potatoes, . . . . .	2,672 "	winter, . . . . .	15 b
Squash, summer, . . . . .	1 ton.	Strawberries, . . . . .	270 bu
winter, . . . . .	5½ tons.	Currants, . . . . .	3 bu
Cucumbers, . . . . .	100 bush.	Quinces, . . . . .	1½
Pie plant, . . . . .	955 lbs.	Pigs, . . . . .	13
Tomatoes, . . . . .	29 bush.	Calves, . . . . .	11
Cabbages, . . . . .	3,050 h'ds.	Veal, . . . . .	613
Melons, . . . . .	3,700 lbs.	Beef, . . . . .	5,757
Beets, . . . . .	227 bush.	Pork, . . . . .	7,641
Parsnips, . . . . .	25 "	Wood, . . . . .	15 co
Carrots, . . . . .	292 "	Lumber, . . . . .	5,000 f
Turnips, French, . . . . .	420 "	Milk, . . . . .	17,844 g

TABLE No. 1.  
*Showing the diseases at the State Almshouse and Primary School at Monson, the whole and monthly number of cases, and the whole and monthly average for the year ending September 30, 1868.*

DISEASES.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Abscess, . . . . .	2	2	-	-	2	-	7	2	-	-	1	1	17
Alcoholismus, . . . . .	-	-	-	1	-	-	-	-	-	1	2	-	4
Anasarca, . . . . .	1	-	-	-	-	-	-	1	-	-	-	1	3
Anthrax, . . . . .	-	-	-	-	-	-	1	-	1	1	-	1	4
Brain, disease of . . . . .	-	1	-	-	-	-	-	-	-	1	1	-	3
Bronchitis, . . . . .	-	-	-	-	-	-	-	2	-	-	-	-	2
Burns and Scalds, . . . . .	-	-	-	1	-	1	-	1	-	2	-	-	5
Cancer, . . . . .	-	-	-	-	-	-	-	-	-	1	1	-	2
Caries, . . . . .	-	-	-	1	-	-	1	-	1	-	2	-	6
Catarrh, . . . . .	-	-	-	-	-	-	2	-	-	-	-	-	2
Cerebro-Spinal Men., . . . . .	-	-	-	-	-	2	3	-	-	-	-	1	6
Cholera Morbus, . . . . .	-	-	-	-	1	2	-	1	2	-	-	1	7
Conjunctivitis, . . . . .	14	5	1	1	5	8	12	12	12	24	12	13	119
Contusions, . . . . .	-	-	2	-	1	1	1	1	-	1	3	2	12
Convulsions, . . . . .	-	1	-	1	2	-	2	-	1	-	1	-	8

TABLE No. 1.—Continued.

DISEASES.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Croup, . . . . .	2	7	1	1	1	2	4	1	-	-	-	-	19
Debility, . . . . .	2	-	1	1	-	2	1	1	-	3	-	3	14
“ Infant,	-	-	1	-	-	-	4	1	-	-	-	-	6
Diarrhoea, . . . . .	1	2	1	1	-	4	1	1	2	1	1	3	18
Dislocations, . . . . .	-	2	-	1	-	-	-	-	1	-	-	-	4
Dysentery, . . . . .	-	-	-	-	-	-	-	1	-	-	-	1	2
Eczema, . . . . .	2	3	1	-	-	-	1	2	4	-	4	-	17
Epilepsy, . . . . .	-	1	-	-	-	-	-	1	1	-	-	-	3
Erysipelas, . . . . .	-	-	-	-	-	-	-	2	1	2	2	-	7
Fever, Simple, . . . . .	3	8	6	3	5	4	1	1	4	-	4	-	39
“ Typhoid, . . . . .	1	-	-	-	-	-	1	-	-	-	1	-	3
“ Intermittent, . . . . .	1	1	1	-	-	-	-	5	-	-	-	-	8
Fractures, . . . . .	-	2	1	1	1	2	-	-	-	-	2	-	9
Frostbite, . . . . .	-	-	-	4	1	1	1	-	-	-	-	-	7
Gastritis, . . . . .	-	1	1	-	-	-	7	3	6	9	7	7	41
Heart, Disease of, . . . . .	-	-	-	-	-	-	1	-	-	-	-	1	2

measles, . . . . .	121	8	88	4	10	10	4	6	11	347	3	4	12	2	13	8	24	1,027	75
Mumps, . . . . .	-	-	-	-	-	1	-	-	1	4	1	1	3	-	1	1	5	54	50
Parturition, . . . . .	-	-	4	-	-	-	-	-	1	10	-	1	-	1	1	2	7	73	43
Paralysis, . . . . .	-	-	3	-	-	-	-	-	-	8	1	1	-	-	1	1	1	63	45
Partusis, . . . . .	-	-	2	-	-	2	1	-	2	84	-	-	2	-	1	1	1	132	117
Phthisis, . . . . .	-	-	1	-	2	1	1	1	-	124	-	-	1	-	1	-	2	179	119
Pleurisy, . . . . .	76	-	1	1	5	1	1	-	-	22	1	3	-	-	1	1	1	118	131
Pneumonia, . . . . .	38	-	2	-	-	1	1	-	2	14	-	-	1	-	3	-	-	92	80
Rheumatism, . . . . .	2	-	2	-	2	1	-	1	1	16	-	-	-	1	-	1	-	47	69
Scabies, . . . . .	-	2	3	-	3	-	1	1	-	20	-	-	-	-	1	-	-	48	61
Scrofula, . . . . .	-	1	5	1	1	-	-	3	1	21	-	-	1	-	1	1	2	58	65
Stomatitis, . . . . .	-	-	3	1	-	-	-	-	1	12	1	-	1	-	2	-	2	60	60
Ulcers, . . . . .	-	-	-	-	1	-	-	-	2	12	-	-	-	-	1	-	2	53	58
Urinary disease, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Venereal, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wounds, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other diseases, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals, . . . . .	53	60	60	58	48	47	92	118	179	132	63	73	54	1,027	75				
Average number, . . . . .	58	60	60	65	61	69	80	131	119	117	45	43	50						



TABLE NO. 2.

*Showing the causes of Death in the State Almshouse at Monson, the number in each month, and the whole number for the year ending September 30, 1868.*

DISEASES.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Anasarca, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1
Brain, Congestion of, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	3
Bronchitis, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1
Cancer, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1
Caries, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	3
Cerebro-Spinal Men., . . . . .	1	1	1	1	1	2	3	1	1	1	1	1	6
Cholera Morbus, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1
Convulsions, . . . . .	1	2	1	1	2	2	1	1	1	1	1	1	9
Croup, . . . . .	1	1	1	1	1	2	1	1	1	1	1	1	2
Debility, . . . . .	2	1	4	1	1	1	1	2	1	1	1	1	14
" Infant, . . . . .	1	1	1	1	1	1	1	4	1	1	1	1	6

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REPORT OF CHAPLAIN AND PRINCIPAL

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*To the Inspectors of the State Primary School, Monson.*

GENTLEMEN :—I hereby submit to you the Report of the strictly the educational department of the institution, including under this head all means employed for the moral and intellectual training of the children connected with the State Primary School and the State Almshouse.

To an outside observer, there may appear to have been but a little change in the condition of the school since the last Report. But any one familiar with the inside workings of the establishment, will perceive evidences of a departure from the beaten course of former years under the almshouse management and of an advance in the line of a more effective system of education. Several circumstances have favored this improvement. Among these may be mentioned :—

1. Greater permanency of teachers. All who are at present employed in the schools, have held their positions at least one year, and three of them, Mrs. Brewster, Mrs. Montague, and Mrs. Foster, have had much longer experience in this particular department. It is desirable that the changes should be infrequent, since it takes even a competent teacher considerable time to become accustomed to the ways of the establishment.
2. Increased regularity of attendance, especially during the last half of the year. Special pains were taken on the part of the present Superintendent in entering upon his duties to improve the physical condition of the children; the result of which was so far satisfactory, that since the purgation to which they were then subjected, comparatively few of the sick have been obliged to be isolated, and hence to be absent from the exercises of the school-room and chapel. Since January the number in attendance has varied but little from the number of names on the register. The improvement in this particular has been very marked.

another occasion of increased regularity of attendance is the introduction of a system of classification, by which those children that work a part of the day, can always be present at the sessions of their classes. Formerly, boys and girls were sent out of school indiscriminately, for a few hours or days at a time, to the serious detriment of their studies. On the first day, of the present year, the schools were graded as follows:

No. 1, 3, 4, 5 and 6 became boys' schools—No. 2 a girls' school—and No. 7 a mixed school. Nos. 1 and 2 contain all the larger scholars, and are subdivided, so that one-half of each be employed out of school during the forenoon, and the other half during the afternoon. The result is, that three or four times the amount of labor has been performed by the children the past season, without any interruption of the school.

The more complete separation of the almshouse and the school. The number of adults has been greatly reduced, and several of the older members of the school whose habits were such as to prevent them from receiving much benefit from the regular school exercises, as well as from exerting any good influence upon the other children, have been discharged from the almshouse, that they might go to their own place. Some of the children have been retained to work in the almshouse, while others have been sent to Bridgewater.

Records are still somewhat mixed in the case of the younger children. The names of children three years old are entered in the State Primary School record, but they are not actual scholars until they are five years old. Consequently, there are several of this class, who sustain a kind of relation to both branches of the establishment, being regarded as out of school with reference to the monthly register of attendance, but in school with reference to the office books. The difficulty is made apparent in the following table, as well as the fact that a large number not yet transferred from the almshouse, are counted as scholars.

Number belonging to State Primary School, Sept.

30, 1868, . . . . .	408
too young to attend school, . . . . .	14
sick, or otherwise unable to attend, . . . . .	17 — 31
	<hr/> 372

Number attending school from almshouse, . . .  
 actually attending school, Sept. 30, 1868, .

Number of teachers employed at present,—

Male, . . . . .	1
Females, . . . . .	7
Total, . . . . .	<hr/> 8

The whole number of scholars during the year has 676, of which 474 have been boys, and 202 girls. average age has been about 9.

I wish to refer again to the fact alluded to in my last Report that in the selection of children to be placed in families the tendency is, of course, to take the best, leaving the most desirable portion as permanent inmates. Many of them are physically disabled, others are mentally weak, while a number are too young to be of much service. If special provision could be taken to find homes for these, by offering a compensation to families that would take care of them, until they are able to pay their own way, such a plan would both relieve the State, and benefit the children. Boys who are fourteen or fifteen years old, ought not to be obliged to remain in the almshouse until they are of age, simply because they are crippled or deformed, if they can by any means be made useful elsewhere.

My labors as Chaplain have consisted as heretofore in preaching on the Sabbath, and attending an evening service each week. These exercises have been made more interesting by the addition to our chapel furniture, of a fine-toned cabinet organ, procured in part by the efforts of the children, at their exercises during the winter.

Relying upon your co-operation, and the blessing of God, I am encouraged to hope that the future will develop more marked results of labor already bestowed upon this department.

Respectfully submitted.

CHARLES F. FOSTER





FIFTEENTH ANNUAL REPORT  
OF  
THE INSPECTORS  
OF THE  
STATE ALMSHOUSE.  
AT  
TEWKSBURY.

---

OCTOBER, 1868.

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BOSTON:  
WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET (CORNER OF FEDERAL).  
1869.



1921-1922

1921-1922

1921-1922

# Commonwealth of Massachusetts.

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## INSPECTORS' REPORT.

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*To His Excellency ALEXANDER H. BULLOCK, Governor, and  
the Honorable Council.*

The Inspectors of the State Almshouse at Tewksbury would respectfully present their Fifteenth Annual Report.

It becomes our duty to report the doings of the past year, and the present condition of the institution over which you have been pleased to place us. With gratitude to an overruling Providence, we are able to report that no calamity or contagious disease has visited the institution during the past year. We feel that the same watchful care is extended by Him whose eye never sleeps," over these weak and unfortunate ones, as over the strong and more prosperous.

The reports of the Superintendent and Physician are herewith annexed, covering nearly the whole ground, so that little remains for this Board.

During the past year, the usual amount of improvement and repairing has been effected. Prominent among these improvements has been the enlargement of the facilities for generating steam, for heating, and for other purposes. It was found by past experience that two boilers could not properly perform the necessary work of the institution for all seasons of the year,—such as heating the various apartments and cooking, washing, &c.,—without forcing them more than would be prudent; and besides, should anything occur to prevent the use of one in the cold season of the year, it would cause great inconvenience and

suffering. In view of these contingencies, the boiler-house has been enlarged, and a new boiler of the same size and capacity as each of the others, has been added. These boilers can be used collectively or separately, as occasion may require.

A receptacle for the dead has been erected outside the general enclosure, and so far removed as not to offend good taste, but sufficiently near for all practical purposes.

The old chapel has also been remodelled and fitted up as sleeping apartments, for the better accommodation of the officers. Also a portion of the room formerly occupied by the primary school-room has been fitted up as an apartment for the officers, in which they may spend their leisure hours.

The cells formerly used for the refractory females, situated in the basement of one of the wings of the main building; but being so near the bathing apartments of the men, it was deemed best to change their location, and accordingly the room has been partitioned off in what is known as the "garage room," in the female department, and the cells were there constructed; which, in our opinion, is a decided improvement in their location.

The plastering in many of the rooms is in bad condition, and the patching and the tendency of the whitewash to peel, on account of its frequent application, presenting opportunities to vermin to thrive and increase, and germinating diseases. New plaster has been put on some of the rooms and entries, and more will be necessary the coming year.

The bread-room has been improved by sheathing and graining, and a bread-rack substituted for shelves. The entry leading to the cook-room has been sheathed and grained. There has also been made of boiler-iron a new water-tank, which has been placed in the cook-room for heating water. A new flight of stairs has been put up in the main entry in place of the old, badly-constructed and worn-out flight, and a new floor has been put down. Several of the rooms will require new floors the coming season, the present ones being worn through.

The school is under the judicious management of Hannah M. Mansur,—Miss Trull having resigned a few months since. The number of scholars is small and constantly changing, by removals to the Primary School, and elsewhere. All the healthy children,—mentally as well as physically

to remain a State charge, are sent to the Primary School. During the past year, one hundred and fifty-one children have been sent to that school from this institution.

Services of the Sabbath have been conducted during the year by the Rev. Clifton C. Fletcher, pastor of the First Baptist Church at North Tewksbury.

We would again call the attention of your Excellency to the necessity of a more suitable building for hospital purposes, and that it should be further removed from the main building than the present buildings are. The buildings we now have for hospitals, are better than none ; but are too small, and in many ways unsuitable. Not more than fifty cases can be properly cared for in these buildings. We believe the sick who are lying for days and weeks from loathsome diseases, should be removed from the rooms occupied by the old and feeble, and placed in comparatively well. Separate rooms should be provided for the dying, so that, when dead, they may be properly laid out and prepared for interment, without being witnessed by all in the room. We do not think the feeble and sick should be required to witness such scenes ; but as now situated, it cannot be avoided. The mortality has been greater this year than in any previous year, the number of deaths being two hundred and seventy-

We cannot wonder that this large number pass away, when we consider that a large proportion of those sent here are more or less diseased,—some without sufficient vitality to walk from the carriage to the house,—broken down in body and mind, and being firmly seated ; and they come here to die.

A. K. Stevens and wife hold the positions of Supervisors of the insane. We believe they are faithful and competent officers, each having had experience in the care of insane in other institutions. Eighty-one have been received from the hospitals of the State, and thirty-two from other institu-

We believe that everything is done for this unfortunate class that can be, with the accommodations we now have. Some have so far recovered as to warrant a discharge.

There are now in the receptacle for insane, one hundred and thirty-two inmates. Whole number of insane connected with the institution, two hundred and sixty-seven. We believe

it is better for the insane who are able, to labor on the farm than to be confined in-doors, existing in idleness. A large portion of the labor on the farm is performed by the insane, and their natural tendency is to escape, numerous officers are required to look after them while at work, to prevent escape and keep them employed. Considerable labor is performed about the house by the insane females ; but a large proportion of this class—both male and female—are incapable of performing any labor. They are supported at this institution at the weekly saving to the Commonwealth of one dollar and seventy five cents per head.

Dr. Horace P. Wakefield having been appointed superintendent of the Primary School at Monson, this institution has lost a valuable physician, and one who has for several years taken a deep interest in its welfare, as inspector. Being a faithful servant, he was bidden to "go up higher." Joseph D. Nichols was appointed successor of Dr. Wakefield and entered upon the duties of physician on the first of January. He has had an experience of eight years in a similar institution and is, we think, every way fitted to fill the important position with credit to himself, and with beneficial results to those committed to his charge.

In our last report, it was stated that an Agent had been appointed by this board, to visit the children that had been indentured into families from this institution.

This Agent is one of our board, and accompanying him you will find his report, which is commended to your careful consideration. We believe this agency is doing a good work which has been long neglected, and it should be continued.

We would again call the attention of your Excellency, to the importance of having the almshouse and fiscal year identical. A true statement of the crops cannot be taken the first of October. It is in the midst of harvesting, and estimates can only take the place of facts, sometimes nearly correct, at other times far from the fact.

It also causes misapprehension to exist in many minds from reference to the expenditures of the several institutions.

The last legislature appropriated a sum not exceeding ten thousand dollars to be expended in enlarging our bounds. Under that authority we have purchased of Mr. John T. F.

four and one-half acres of land for four thousand forty dollars and sixty cents. We have also purchased of E. B. n, Esq., thirty-four and one-half acres of unproductive land, three hundred and seventy-five dollars. This additional was secured at a fair price and is a valuable addition to farm, and will afford opportunity for several years for the employment of the men and teams in clearing and improving it, their labor is not required for other duties upon the al farm.

e would call the attention of your Excellency to the necessity of more barn-room, as urged by the Superintendent. The are not of sufficient capacity for the products of the farm, the accommodation of the stock. An addition to one of is very desirable. The piggery is in a dilapidated condition and should be rebuilt with such improvements as will ally suggest themselves.

. James Poor continues to direct the operations upon the —subject to the supervision of the Superintendent—and to ndomitable energy and perseverance, is due in a great e, such measure of success as has been obtained.

e cost of supporting each inmate, as the report of the intendent will show, is one dollar and seventy-three cents eek. This expenditure would be lessened but for the fact almost all are consumers, while few are producers. This is y the *poor-house* of the Commonwealth. One institution e Primary School, and the other is a work-house; thus ng for this institution all the other classes of State depend- including the harmless and incurable insane. There have sentenced to the work-house the past year from this insti- n, two hundred and seven persons. During the winter, aratively but a small amount of labor can be obtained the inmates, because of their many infirmities. Some where they will be comfortable must be provided for them, ey must remain in their sleeping rooms. A building n as the “old men’s shanty,”—the building formerly for the insane females—is now devoted to their use, but is apacious enough for their accommodation; some additional should be provided. This class consists of about two red, or nearly one-third of our entire population.

The following Resolve was passed by the last legislature chapter 26, Resolves of 1868:—

*“Resolved,* That there be allowed and paid from the treasury of the Commonwealth, the sum of six thousand dollars to the trustees of the state almshouse at Tewksbury, to be expended in the erection of cisterns and reservoirs, and the purchase of a steam pump, hydrants and other necessary appurtenances for the better protection of said almshouse from fire.”

After a careful examination and survey, we decided to construct the reservoir on the high land south of the institution. As the excavation is to be performed mostly by the inmates, the time for this labor must be taken when the laborers are not required upon the farm.

Considerable labor has already been performed in excavating, the result of which shows, we think, that sufficient water can be obtained for the purpose contemplated in the Resolves. Cisterns are being put in the main yard, fifteen in number, all connected, which when completed will have a capacity of about thirty thousand gallons.

We confidently believe that water may be obtained from the same source for other purposes.

Hon. George Foster, of Andover, has taken the annual inventory of property, real and personal, for the present year, which is appended to this Report. An increase of some seven thousand dollars will be noticed in the appraisal of personal property over the amount of last year.

Finally, we believe the interests of the institution are carefully guarded by its officers, and we would award the meed of praise for faithful services to the Superintendent and his valued assistants, the Matron and Assistant-Superintendent, and to the various subordinates, noticeable and worthy of special commendation being the skilful and kind attention given to the suffering humanity by the faithful Physician.

In closing this account of our stewardship for the past year, saddened in a great measure by the loss we have sustained in the retirement from official life of those whose past services on behalf of the Commonwealth and its poor, are not now fittingly appreciated, we commend the interests of the institution to

numbers the hairs of our heads, and without whose notice  
a sparrow falls to the ground; to the kind sympathy  
Excellency, and to the generous support of the Com-  
munity.

F. H. NOURSE,  
BENJ. C. PERKINS,  
GEO. P. ELLIOT,  
*Inspectors.*



There has been paid as follows, for

SALARIES.

Francis H. Nourse, (Inspector,) . . . . .	
Benjamin C. Perkins, (Inspector,) . . . . .	
George P. Elliot, (Inspector,) . . . . .	
<hr/>	
Thomas J. Marsh, (Superintendent,) }	
Mrs. Marsh, (Matron,) }	. . . . .
Horace P. Wakefield, (Physician,) }	
Mrs. Wakefield, }	to April 1, . . . . .
Joseph D. Nichols, Physician from April 1, . . . . .	
Thomas J. Marsh, Jr., (Ass't Sup't and Clerk,) }	
Mrs. Marsh, (Seamstress,) }	. . . . .
Elijah F. Breck, (Assistant-Clerk to July 1,) . . . . .	
John Cocker, (Engineer,) . . . . .	
James Poor, (Farmer,) . . . . .	
Abel G. Whidden, }	(Supervisors in Asylum for In-
Mrs. Whidden, }	sane to April 16,) . . . . .
Amos K. Stevens, }	(Supervisors in Asylum for Insane
Mrs. Stevens, }	from April 17,) . . . . .
Charles O. Newell, (Watchman,) from October 16, . . . . .	
Mrs. Newell, (Laundress,) from October 22, . . . . .	
Nancy M. Foster, (Assistant-Matron,) . . . . .	
Martha B. Marsh, (Assistant-Matron,) . . . . .	
Sarah E. Baker, (Laundress,) to April 13, . . . . .	
Carrie S. Trull, (Teacher,) to May 1, . . . . .	
Hannah M. Mansur, (Teacher,) from May 14, . . . . .	
Emma H. Kellogg, (Hospital Cook,) from April 27, to August 19, . . . . .	
Hopey B. Dunbar, (Nurse,) from April 28 to August 26, . . . . .	
Addie A. Emerson, (Assistant-Matron,) from July 17, . . . . .	
Huldah Boyns, (Hospital-Cook,) from September 12, . . . . .	
George G. Spofford, (Teamster,) . . . . .	
Abraham S. Barnard, (Cook,) . . . . .	
Clarence B. Sanborn, (Watchman,) . . . . .	
Charles Clark, (Assistant-Farmer,) . . . . .	
John H. Batchelder, (Assistant-Farmer,) from April 13, . . . . .	
Elbridge G. Batchelder, (Assist.-Farmer,) from Apr. 27, . . . . .	

C. Poor, (Herdsman and butcher,) . . . . .	\$360 00
H. Savell, (Supervisor) in Asylum for Insane from ber 3 to May 1, and (Watchman,) from May 1, uly 1, . . . . .	238 39
Pleau, (Baker,) from May 16, . . . . .	270 96
in W. Osgood, (Nurse,) from November 1, to l 1, . . . . .	125 00
Sargent, (Nurse,) from Oct. 14, to November 1, .	14 52
J. Moulton, (Assistant-Clerk,) from July 1, .	90 00
Labor, . . . . .	474 33
	<hr/>
	\$11,232 48

In conformity with the statutes of the Commonwealth the following exhibit of the annual inventory of the real estate and personal property for 1868, is presented :—

Live stock, . . . . .	\$10,85
Carriages and agricultural implements, . . . . .	3,28
Mechanical tools and machinery, . . . . .	19,06
Beds and bedding, . . . . .	18,93
Other furniture and property, . . . . .	7,63
Personal property in the Superintendent's department, . . . . .	7,35
Ready-made clothing, . . . . .	11,54
Dry goods, . . . . .	84
Provisions and groceries, . . . . .	3,65
Drugs and medicines, . . . . .	54
Fuel, . . . . .	3,82
Library, . . . . .	37
Products of the farm, . . . . .	8,63
	<hr/>
	\$96,60
Real estate (buildings,) . . . . .	\$126,559 00
Land, . . . . .	21,629 22
	<hr/>
	148,18
	<hr/>
	\$244,79

This is to certify that the foregoing is a true schedule and appraisal of the personal property and real estate at the State Almshouse at Tewksbury, belonging to the State, September 30, 1868. The appraisal was made and is correct according to my best judgment.

(Signed,)

GEORGE FOSTER

*Appraiser*

Then personally appeared before me George Foster, and made oath that the above schedule and appraisal is correct, according to his best knowledge and belief.

Tewksbury, Middlesex, ss., Oct. 3, 1868. Subscribed and sworn to before me.

(Signed,)

THOS. J. MARSH

*Justice of the Peace for all the counties*

## SUPERINTENDENT'S REPORT.

*Inspectors of the State Almshouse at Tewksbury.*

GENTLEMEN :—Herewith I present for your consideration the  
Annual Report of this institution, with the accom-  
panying tables of receipt and expenditure, and the statistics  
furnished in accordance with law or custom.

It will be seen by this Report that the whole number supported  
has been some five hundred less this year than the previous one,  
the average number supported is twenty-six less ; and these  
have been of the class mainly for whose support our legislature  
wisely and humanely made provision.

It will appear, some come upon the Commonwealth for sup-  
port on any reason of their vicious indulgences ; such remain in this  
institution but a short time, and are removed under process of  
law to the home provided by the legislature for such dependents.  
There is another class, the children, that, through no fault of  
their own, are placed here for a brief time, and are removed to  
the Primary School at Monson. In exchange for both these  
classes, we receive from the other charitable institutions in the  
Commonwealth, as fit inmates for this, the concentrated misery  
and imbecility of humanity, so that our condition is somewhat  
like that of the woman in the Gospel, who had spent all her  
money upon the physicians, and was nothing bettered, but rather  
worse.

For this, however, I do not complain ; it is a necessity growing  
out of the system of classification wisely provided by the legis-  
lature, and I allude to it only for the purpose of showing that  
the cost of maintaining an institution providing for the neces-  
sities of such an aggregation of humanity, with the present  
high prices for all the necessary articles of consumption,  
cannot be less, and indeed, may be more.

Another year's experience has fully justified the expressed in my Report of last year concerning the insane transferred to this institution, as harmless and incurable, regard both the individual and the Commonwealth. Indeed, so recent has been the improved condition of those who have formed manual labor, especially upon the farm, that the friends of those who have been too feeble to be thus employed, visiting them, have frequently solicited as a favor that their friends too might be permitted to labor upon the farm.

I had expected an increase of laborers this year from the class of "incurable beneficiaries of the State," in the lunatic asylums of the Commonwealth, but the expectation has not been realized. Although our Asylum for the Insane was especially intended for that class, yet while a considerable proportion are allowed to remain at those institutions, capable of earning more than their living, and the institutions are at the same time receiving three dollars and fifty cents per week each for board, I am convinced that the *situation* will be accepted.

In this connection I may say that by the liberality of the legislature, we have been enabled to enlarge our borders to ninety acres, at a cost of about forty-five hundred dollars. The investment and the necessary labor of making a reservoir, and putting in operation the plan for protecting the premises against fire, will furnish wholesome employment for all the men we shall have for several years.

I wish to call your attention to some things I deem exceedingly important. We need hospital accommodations for five hundred persons, separated from the present buildings, and, I trust, gentlemen, that you will not only ask the legislature to make provision for this, but that you will urge it as you feel its importance demands. In my judgment we need new buildings constructed after the manner of the army hospitals recently in use by the United States government—one large, high, of simple construction, and built rather for utility than ornament, and a small separate building for hospital cooking and a dispensary. This arrangement would relieve us of the unpleasant duties we are at present compelled to perform, so abhorrent both to sick and well, and so inconsistent with Christian civilization.

also need a new piggery ; this has been an urgent want long time. The present one is badly constructed, is in wrong place, and just ready to tumble down. I am aware the respected chairman of the Board of Charities, does not complacently upon this department of the institution, but believes that the expense hereby incurred "should be paid to the production of something fit for Christians to eat."

I however hope to win his favor by removing it farther from the main buildings and then inviting my good friend, Mr. May, to witness the *infidels* as they partake of one of their *dishes*, boiled *pork* and *cabbage*.

The next and last special want is more *barn room*. It has been felt and is now more than ever needed, in order to store the increasing products of the farm. I would recommend an addition to the original barn upon the northerly end, running as far as the outside of the present sheds, and if the piggery is removed, building a shed on the northern and sides of the yard, which would be converted into a cattle and sheep yard, etc. These improvements are all needed. I trust gentlemen, you will feel as I do, and join in recommending them all. Plans and estimates can be furnished hereafter. The year just closed, like most of the past, a kind Providence kept us from the pestilence that walketh in darkness, and from the destruction that wasteth at noon-day," notwithstanding hath been here doing his work, and there has been an increase in the mortality of inmates. As we said last year so we may say now ; this might have been expected, and is the consequence of classification.

In this connection allow me to refer to the carefully prepared Annual Report of the attending Physician, Dr. Joseph D. [Name], a gentleman of culture and large professional experience. He entered upon the duties of his department on the 1st of April this year, having been invited to the position when it became known that His Excellency Governor Bullock, was about to promote Dr. H. P. Wakefield to the situation he now fills.

Since the Rev. Charles F. Foster was transferred to Monson, a regular chaplain has been appointed, but religious services have uniformly been held upon the Sabbath. The attendance has been good ; the people gather cheerfully at the ringing of

the bell and seem to be interested in the services. The C. C. Fletcher has conducted the chapel service for the year with few exceptions ; for these he has furnished supplies. The teachings have been well received, and I trust good will result. Besides, all the sick and aged who desire it, have the weekly ministration of clergymen of their own choice, with such restrictions only as good discipline absolutely requires.

The school has been continued, and is now under the management of Miss H. M. Mansur ; it is not the object of attraction as formerly was, when our average attendance was some two hundred, and was confessedly one of the best schools in the State. Only fifteen or twenty is the average now ; the children are mostly small ; and, if at any time, ten or fifteen more should be added to the school for a few days, they would only be increasing the convenience of the General Agent to remove them to the State Primary School. In justice, however, to Miss Mansur, I must say that notwithstanding the adverse circumstances under which she labors, she manifests a devotion that in more favorable circumstances would command success.

Before closing this Report, I must again call your attention to the importance of having the almshouse year and the State year, identical. The fact that they are not, gives rise to gross misapprehensions and misstatements respecting the expenditures of the several institutions, which are exceedingly unjust to their managers. The remedy is set forth in a report of the Board of State Charities, and I trust you will recommend its adoption to the legislature.

In closing my Report, I desire to refer to a remarkable statement, (House No. 402 of the last session of the legislature, pages 8 and 9,) where an imagined description is given of an inspector's visit to the almshouse. I am at a loss to conjecture what the chairman who made the report would have the inspectors understand ; whether it is intended as a burlesque upon the inspectors or an attempt to show the subserviency of the inspectors to the intendants, I cannot tell. I can only say that a gentleman who so frequently boasts of the "accident of his birth," in whose veins courses royal blood, should have dealt *less* in fiction and more in fact. For one, I have never attempted to get up any such puppet shows, neither have I felt any such subserviency as the gentleman's fancy has

On the contrary, I have supposed that the duties  
ed upon us required neither cringing nor fawning; that  
we meet, it is as men to whom are intrusted responsibil-  
and who intend to discharge them according to their best  
ment. I believe this is eminently true of you, gentlemen,  
my only wish is that the future of our official relations may  
pleasant as the past has been.

Thanking you for your many kind offices to myself and family  
respectfully acknowledging the generous co-operation of all  
subordinate officers engaged with me in the administration  
of affairs of the institution,

I remain, yours respectfully,

THOMAS J. MARSH,  
*Superintendent.*



## STATEMENT No. 1.

The following statement shows the amount expended for all purposes the average yearly and weekly cost.

Amount drawn from the Treasury, . . . . .	\$74,01
Average number of inmates per week, . . . . .	731
Dividing the amount drawn from the treasury, by the average weekly number, we have an average yearly cost of, . . .	\$10
Dividing by 52, we have an average weekly cost of, . . .	

This method of computation includes, as will be seen, the entire cash disbursement for all purposes. In computing the cost per head in the usual form, we state it as follows :

Appraisal of personal property of 1867, as appraised by Hon. George Foster, . . . . .	\$89
Amount of cash drawn from the Treasury, . . . . .	74
Cash on hand October 1, 1867, . . . . .	2

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\$165

Appraisal of property of 1868, as appraised by the same appraiser, . . . . .	\$96,607 58
Cash on hand September 30, 1868, . . . . .	3,399 32

---

100

Leaving as the total cost for the year, . . . . .	\$65
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Dividing by 731, the average number of inmates, we have a yearly cost of, . . . . .	
Dividing by 52, we have a weekly cost of, . . . . .	

The increase of the appraisal of 1868, over that of 1867, amounts to \$

This amount includes the steam-boiler, pump and iron pipe, used in drawing water from the meadow to the main building—distance, some three of a mile—which was omitted last year, and which comprises about one-third of the increase.

Had this amount been included in our statement of last year, it would have reduced our weekly cost, from one dollar and eighty-six, to one dollar and seventy-eight cents, thus showing a real difference, between the weekly cost *per capita* of last year and the cost the present year, of only five cents.

By deducting from the whole amount of expenditure,—seventy-five hundred and eleven dollars and fifty cents,—the amount expended for improvements, repairs and the expenses of the visiting agent to indentured children, not really chargeable to the actual support of the inmates, a still further reduction of the cost can be reached, as the following statement will show, which corresponds with a statement furnished the Board of Charities, in the financial exhibit of the institution, which has been submitted to that board.

Amount drawn from the Treasury, . . . . .	\$74,011 50
on hand October 1, 1867, . . . . .	2,103 55
received from other sources, . . . . .	1,295 77
<hr/>	
Total debit, . . . . .	\$77,410 82
Excess of appraisal of 1868 over that of 1867, . . . . .	\$6,873 04
on hand September 30, 1868, . . . . .	3,899 32
Amount paid for extraordinary expenditures, . . . . .	4,283 78
<hr/>	
	14,556 14
<hr/>	
Current expenses, . . . . .	\$62,854 68
<hr/>	
which by the usual formula, gives an average yearly cost of \$85.98, and a yearly cost of \$1.65½.	

## STATEMENT No. 2.

Number in the house at the commencement of the year, . . . . .	686
Admitted during the year, . . . . .	2,189
Discharged, . . . . .	2,239
Expired, . . . . .	2,875
Deaths, . . . . .	278
Escapes, . . . . .	36
Yearly average, . . . . .	731
Present number, . . . . .	636

Of the 2,189 admitted during the year, there were from

London, . . . . .	1,407
Windsor, . . . . .	141
Windsorbury, . . . . .	105
Windsor, . . . . .	67
Windsor Lunatic Hospital, . . . . .	48
Windsor House, . . . . .	36
Windsorbridge, . . . . .	34
Windsor Almshouse, Monson, . . . . .	31
Windsor, . . . . .	27
Windsor Almshouse, Bridgewater, . . . . .	27
Windsor, . . . . .	25
Windsor, . . . . .	21
Windsor Lunatic Hospital, . . . . .	20
Windsor, . . . . .	14
Windsor Lunatic Hospital, . . . . .	13
Windsor, . . . . .	13
Windsor, . . . . .	12
Windsor, . . . . .	10
Windsor, . . . . .	9
Windsor, . . . . .	8

Fitchburg, . . . . .  
 Somerville, . . . . .  
 Woburn, Marlborough and Holliston, 6 each, . . . . .  
 Newton, and State Nautical School, 5 each, . . . . .  
 North Andover, Westford and West Roxbury, 4 each, . . . . .  
 Beverly, Groton, Malden, Roxbury, South Danvers, Shirley and  
 Watertown, 3 each, . . . . .  
 Belmont, Blackstone, Brighton, Danvers, Framingham, Ipswich, Lex-  
 ington, Medford, Natick, North Reading, Stoneham and Wakefield  
 2 each, . . . . .  
 Belchertown, Billerica, Boxford, Bradford, Carlisle, Concord, Dedham,  
 Essex, Gloucester, Hamilton, Lincoln, Littleton, Methuen, North  
 Chelsea, Pepperell, Reading, Southborough, Templeton, West-  
 minster, Weston and Winthrop, one each, . . . . .

The following Table shows the number admitted each  
 age when admitted, and sex :—

MONTHS.	Total.	Males.	Females.	Under 10.	Between 10 and 20.	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	Between 60 and 70.
October, .	128	67	61	24	19	29	9	16	16	4
November, .	171	125	46	24	21	46	30	16	13	17
December, .	202	129	73	27	34	49	30	24	17	13
January, .	177	117	60	30	32	48	24	18	13	6
February, .	122	78	44	14	16	36	18	13	12	6
March, .	109	66	43	11	12	29	22	10	8	9
April, .	84	48	36	14	12	18	10	11	7	7
May, .	102	54	48	15	12	23	19	13	10	5
June, .	113	58	55	27	14	27	15	12	8	6
July, .	168	89	79	38	38	22	16	15	14	11
August, .	116	71	45	30	12	25	21	13	7	5
September, .	697	374	323	111	128	188	129	66	37	20
Total, .	2,189	1,276	913	365	350	540	343	227	162	109

## STATEMENT No. 3.

*Nativity of Inmates.*

nd, . . . . .	796
achusetts, . . . . .	437
h Provinces, . . . . .	158
nd, . . . . .	140
York, . . . . .	116
e, . . . . .	82
Hampshire, . . . . .	65
nd, . . . . .	43
nia, . . . . .	42
ont, . . . . .	42
own, . . . . .	39
ecticut, . . . . .	37
any, . . . . .	26
sylvania, . . . . .	26
e Island, . . . . .	22
ern Islands, . . . . .	16
land, . . . . .	15
. . . . .	10
and New Jersey, 9 each, . . . . .	18
Carolina, . . . . .	7
ce and Louisiana, 5 each, . . . . .	10
a, District of Columbia, Georgia and Holland, 4 each, . . . . .	16
ma, Kentucky, Poland, South Carolina and Wales, 2 each, . . . . .	10
a, Bohemia, Delaware, Florida, Indiana, Michigan, Missouri, . . . . .	
rtugal, Prussia, Russia, St. Helena, Spain, Sweden, Switzer- . . . . .	16
d, Tennessee, and Turkey, one each, . . . . .	
	<hr/> 2,189

## STATEMENT No. 4.

*Cash Disbursements.*

t, visiting, to indentured children, services of, and expenses	
urred by, . . . . .	\$946 31
a, 102½ bushels, . . . . .	228 49
fresh, 33,054 pounds, . . . . .	3,127 44
salt, 42 barrels, . . . . .	676 80
s, newspapers, postage and stationery, . . . . .	214 81
ms, 45 dozen, . . . . .	167 75
er, 199 pounds, . . . . .	99 32
nt, lime and plaster, . . . . .	230 41
coal, 2 barrels, . . . . .	1 80
lain, services of, . . . . .	255 00

Cheese, 164 pounds, . . . . .	8
Clothing, . . . . .	2,3
Coal, 392 tons, . . . . .	1,4
Coffee, 614 pounds, . . . . .	1
Corn, 1,219 bushels, . . . . .	1,6
Cloth, (cotton,) 5,039 yards, . . . . .	8
Crockery and glass ware, . . . . .	3
Dry goods, . . . . .	2,3
Eggs, 90 dozen, . . . . .	
Flour, 1,350 barrels, . . . . .	14,9
Fish, (salt and fresh,) 31,092 pounds, . . . . .	1,0
Furniture, . . . . .	1,0
Groceries, . . . . .	4
Hardware, . . . . .	2
Hay, (English,) 13,882 tons, . . . . .	2
Hay, (meadow,) 61,114 tons, . . . . .	7
Hay, (salt,) 17,188 tons, . . . . .	2
Hops, 200 pounds, . . . . .	
Improvements, . . . . .	2,7
Labor, . . . . .	1
Lumber, . . . . .	5
Malt, 14 bushels, . . . . .	
Meal, (cotton seed,) 6 tons, . . . . .	2
Meats and provisions, . . . . .	1,6
Medicines, . . . . .	4
Milch cows, 12, . . . . .	9
Miscellaneous, . . . . .	1,2
Molasses, 3,769 gallons, . . . . .	2,0
Mutton, 5,334 pounds, . . . . .	2
Oats, 702 bushels, . . . . .	6
Oil, 757 gallons, . . . . .	5
Oxen, 4 pairs, . . . . .	9
Paints, oils and colors, . . . . .	3
Pasturage, . . . . .	
Pepper, 235 pounds, . . . . .	1
Peas, 215 bushels, . . . . .	4
Repairs, . . . . .	2,5
Rice, 2,074 pounds, . . . . .	2
Rye, 80 bushels, . . . . .	1
Salaries, . . . . .	11,2
Salt, . . . . .	1
Seeds, . . . . .	1
Shoe stock and tools, . . . . .	1
Shorts, 99½ tons, . . . . .	3,4
Smith work and stock, . . . . .	
Shoes, 887 pairs, . . . . .	1,2
Soap stock, 8,936 pounds, . . . . .	6
Starch, 314 pounds, . . . . .	

76 pounds,	\$1,193 18
struments,	2 00
2 pounds,	1,085 53
1,096 pounds,	328 80
gricultural,)	313 80
mechanical,)	46 90
ce, services of,	207 00
ation of freight,	2,429 75
ation of passengers,	356 22
555 gallons,	154 64
.	3 44
Ware,	57 96
	<hr/>
	\$74,011 50

## STATEMENT No. 5.

*Products of the Farm.*

bushels onions.	2 tons corn fodder.
bushels cabbage.	1½ " rye straw.
bushels mangel wurzel.	18 bushels rye.
bushels potatoes.	20 tons parsnips.
English turnips.	10 barrels apples.
French turnips.	5 tons squashes.
bushels millet seed.	350 bushels tomatoes.
sweet corn.	2,000 pounds rhubarb.
early beans.	42 barrels water melons.
green pease.	25 " musk "
bushels celery.	100 bushels turnip beets.
bunches parsley.	50 " cucumbers.
bushels horseradishes.	10,000 heads lettuce.
as English hay.	293 cords wood.
ond crop and millet.	600 " manure.
beats slaughtered from the stock of the farm amount to—	
pounds beef.	" 11 calfskins.
" pork.	1,277 pounds veal.
" hides.	677 " chickens.
oduct, 18,982 gallons milk.	Eggs, 376 dozen.



1867. Sept. 30,	To cash on hand, . . . . .	\$2 108 56	1868. Sept. 30,	By cash paid State Treasurer, . . . . .	\$2,108 55
1868. Sept. 30,	To cash received from articles sold, . . . . .	1,295 77	Sept. 30,	By cash on hand, . . . . .	1,295 77
		<u>\$3,399 32</u>			<u>\$3,399 32</u>

THOS. J. MARSH, *Superintendent.*

This is to certify that we have examined the foregoing account of Thomas J. Marsh with the Commonwealth, and find the same correctly cast and properly vouched.

F. H. NOURSE,  
BENJ. C. PERKINS, } *Inspectors.*  
GEO. F. ELLIOT,



**STATEMENT No. 7.**

**[Special Appropriation for the purchase of Land.]**

COMMONWEALTH OF MASSACHUSETTS in account with FRANCIS H. NOURSE, BENJAMIN C. PERKINS, and GEORGE P. ELLIOT, *Inspectors*.  
DE. Cr.

Dr.	ELLIOT, <i>Inspectors.</i>		Cr.
1888. Apr. 22,	To amount of appropriation, Chap. 26, Resolves of 1868, . . . . .	1888. June 30,	By cash paid John T. Foster, for 54 acres and 93 rods, . . . . .
			375 00
		Aug. 31,	cash paid E. B. Patch, for 34 <sup>456</sup> / <sub>1000</sub> acres, . . . . .
			unexpended balance, . . . . .
			581 40
			<u>\$5,000 00</u>

## STATEMENT No. 8.

## DIETARY TABLE.

Appended herewith is a diet-scale which was prepared by the Physician and Superintendent, and adopted by the Board of Inspectors on the 6th of June last, and which has since been carried into effect.

For several years previous, the dietary has been substantially the same as is now presented, the difference being in favor of the present scale.

*Sunday.*

*Breakfast.*—White bread and coffee.

*Dinner.*—Baked pork and beans or pease, and brown bread.

*Supper.*—White or ginger bread, and tea.

*Monday.*

*Breakfast.*—White bread and coffee.

*Dinner.*—Pork tongues or corned beef, white bread and vegetables.

*Supper.*—White bread and tea.

*Tuesday.*

*Breakfast.*—Graham bread and coffee.

*Dinner.*—Salt or fresh fish, white bread and vegetables.

*Supper.*—White bread and tea.

*Wednesday.*

*Breakfast.*—White bread and coffee.

*Dinner.*—Soup, fresh meat, vegetables and white bread.

*Supper.*—White bread and tea.

*Thursday.*

*Breakfast.*—White bread and coffee.

*Dinner.*—Stewed beans or pease, pork and brown bread.

*Supper.*—White bread and tea.

*Friday.*

*Breakfast.*—Graham bread and coffee.

*Dinner.*—Salt or fresh fish, vegetables and white bread.

*Supper.*—White bread and tea.

*Saturday.*

*Breakfast.*—White bread and coffee.

*Dinner.*—Soup, fresh meat, vegetables and white bread.

*Supper.*—White bread and tea.

*Hospitals.*—House diet with such variations as the condition of each patient may, in the judgment of the physician require.

Supper for children each day in the week, bread or mush and *new milk*.

## REPORT ON THE MEDICAL DEPARTMENT

*To the Inspectors of the Tewksbury State Almshouse.*

GENTLEMEN :—The close of another financial year makes it my duty to report to you the condition of the medical department of this institution, and you are herewith presented the Fifteenth Annual Report of this department for the year ending September 30, 1868.

I came here as you are aware last April from the Monson Almshouse, having been for several years the physician of that institution. Upon assuming the duties of my position I found the sphere of my labors and responsibilities somewhat enlarged. The inmates of the State Almshouses are divided into two classes, the *hopeful* and the *hopeless*. At Monson there was a preponderance in favor of the former; at these two classes—in this institution I found the *latter* largely in the ascendancy. The classification of paupers in accordance with the recent Acts of the legislature, has accumulated in this institution nearly all the old, debilitated, diseased paupers in the Commonwealth, and removed from the Primary School at Monson the children—the *hopeful* element—thus crowding upon us large numbers of mere wrecks of humanity—the *debris*, as it were, of all the pauperism in the State. In this action, the duties and labors of the Physician here were largely increased, and with such materials a large mortality could not well be avoided.

There have been 278 deaths, a large portion of which occurred among three classes.

1. Among those who are really debilitated by old age, and who have sought the shelter of the almshouse as an asylum for the evening of their days. For these there was no hope but the grave, and though kindly cared for, they have in large numbers sunk quietly to their last repose.

2. Among those who have made themselves prematurely old by debauchery, dissipation and excess of every kind.

3. Among infants who have inherited diseased constitutions from their parents, and foundlings who have been deserted by their mothers, and left to die for want of maternal care.

The mortality of foundlings in the almshouses has enlisted the sympathy of the philanthropic and been the subject of much discussion and even of legislative inquiry, and the cause of great opprobrium being cast upon this and other similar institutions. All this agitation culminated in the establishment some time last spring, of an asylum for the reception of these poor waifs upon the sea of life. We were rejoiced at this, and our hearts were made glad with the hope that we were no longer to be open to the charge of being the *slaughter pens* of foundling children. It was "A consummation devoutly to be wished."

But, alas! how delusive was this pleasing anticipation. We soon found that instead of affording us any relief, the only result to us would be the blotting out of the only star that lighted up the gloom that hung like a funereal pall over the whole subject of foundlings in an almshouse. We found that at this asylum they only proposed to receive *healthy* infants, while the miserable victims of congenital disease, neglect and exposure, were still to be sent to us, thus depriving us of the only ray that lighted up the darkness and sometimes cheered us in our otherwise hopeless task. For when all the foundlings were indiscriminately sent to us, there would, occasionally, "like angels' visits, few and far between," turn up a sturdy little boy or girl, full of vitality, who would seem boldly to throw the gauntlet of defiance at the adverse circumstances that surrounded it, and live on in spite of them. If what has been done in this direction has been prompted by a spirit friendly to the almshouses, and this is all the relief they propose to give us, we may well put up the petition, *save us from our friends!*

In the Asylum for the Insane, I find a new feature in my experience of almshouse life. It is sad to contemplate the mind in ruins, and yet I take a sort of melancholy interest in visiting this department and speculating upon what might have been had not reason been dethroned. *What might have been!* How sad the import of these words to many of us who are still blessed with the light of reason's ray divine.

A large proportion of the inmates of the Asylum Insane are middle-aged, for nearly all lunatics be between the ages of twenty and fifty years. It is during this period that the passions attain their greatest force and and very few have lost their reason either before or after this stormy period of life, wherein men, yielding by turns to the torrents of love and ambition, of fear and hope, to the illusions of happiness and the realities of suffering—often with ever-reviving passions, often repressed and rarely—feel their intellectual powers impaired or annihilated by the tempest of the moral nature which has been so well contrasted to those storms in the physical world, which in their turn sometimes lay waste and devastate the flourishing regions of the earth.

The system of employing the insane in various kinds of labor on the farm and about the house, so happily inaugurated in the year 1815, has been continued through the year just now closed with the same happy results. Indeed, labor of either body or both, seems to be a sort of necessity of our being; we should rather say, of our *well* being. For if we consider human nature in ourselves and others, we shall find that the source of the uneasiness—the malignant and sullen humors—the agitating diseases which destroy the happiness of man—the disturbance of the harmony of social order—owe their origin to inactivity or idleness either of body or mind. As a prevention of these evils, therefore, it was a merciful sentence of the Creator, “*By the sweat of thy brow shalt thou eat bread*” and man stands indebted to the punishment for health and strength and all the enjoyments of life. If the first Paradise was lost, it has been regained in the beautiful fields and gardens which the industry of man has produced. The earth was only cursed by the disobedient who do not fulfil the great law of the Creator, but spend their lives in idleness and sloth.

Labor, so essential to the well-being of the *sane*, may be equally beneficial to the *insane*. For wouldst

“Thou minister to a mind diseased—  
Pluck from the memory a rooted sorrow—  
Raze out the written troubles of the brain,  
And with some sweet, oblivious antidote,  
Cleanse the stuffed bosom of that perilous stuff  
Which weighs upon the heart?”

This, so glorious a consummation, must be reached through the reaction of the bodily organs upon the diseased mind. That nervous irritability which preys upon the morbid mental functions of the insane, would by labor be expended upon the muscles, thus relieving the disordered intellect, and haply enabling it in some instances at least, to recover its lost tone and balance. This, so desirable a result, has been reached in several instances, and judging of the future by the past, if we continue the same course of labor, may we not reasonably look for the same happy consequences in the future as in the past.

I asked Dr. Draper, the physician at the Worcester Hospital for the Insane, who visited us last June, how the physical condition of his former patients compared at that time with what it was when they left Worcester, and he promptly replied, improved in almost every instance. We have likewise similar testimony from three of the officers of this house who were for several years attendants, one at the Worcester and the other two at the Taunton Hospital for the insane. They declare that they consider the physical condition of those patients who have been removed from the Taunton and Worcester hospitals as having been improved from what it was when they knew them in their respective hospitals.

The following table will show the statistics of this department for the year :—

	Males.	Females.	Total.
Remaining in this department, Sept. 30, 1867, . . .	97	154	251
Admitted during the year, . . . . .	60	59	119
Absconded during the year, . . . . .	5	1	6
Died, . . . . .	29	32	61
Discharged, . . . . .	21	15	36
Whole number admitted, . . . . .	157	218	370
Whole number discharged, . . . . .	55	48	103
Remaining, Sept. 30, 1868, . . . . .	102	165	267

Of the two hundred and sixty-seven inmates remaining in this department at the close of the year, one hundred and forty-two resided in the asylum, and one hundred and fifteen lived with the inmates of the almshouse. Of the six deaths in this department only five occurred among those who had been transferred from the lunatic hospitals.

The most pressing need of the medical department at this time is enlarged and improved accommodation for the sick.

You are referred to the tables marked 1, 2 and 3, for the statistics of diseases, births and deaths during the year.

Allow me, in conclusion, to express my grateful acknowledgments to the Superintendent and to yourselves for the kindness and courtesy with which I have been treated.

JOSEPH D. NICHOLS

STATE ALMSHOUSE, TEWKSBURY, Oct. 1, 1868.

TABLE No. 1.

*Showing the Diseases at the State Almshouse, Tacksbury, the Whole and Monthly Number of Cases and the Whole and Monthly Average, from October 1, 1867, to September 30, 1868.*

DISEASES.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Amenorrhea, . . . . .	1	1	1	1	1	1	1	1	1	1	2	1
Anasarca, . . . . .	5	1	1	1	1	1	1	1	1	1	2	1
Atrophy, . . . . .	4	1	1	1	1	1	1	1	1	1	2	1
Cancer, . . . . .	40	7	11	9	8	15	20	9	22	4	14	7
Debility, . . . . .	1	1	2	1	1	2	1	2	1	1	1	3
Dropsy, . . . . .	7	2	2	7	9	2	1	1	1	1	2	1
Fever, . . . . .	8	2	2	3	1	1	1	1	2	1	1	1
" Typhoid, . . . . .	3	2	2	3	3	1	1	1	1	1	3	1
" Intermittent, . . . . .	2	1	2	10	6	10	3	4	4	1	1	1
Measles, . . . . .	31	9	8	2	3	1	3	4	4	1	1	2
Ophthalmia, . . . . .	3	3	1	7	3	1	2	3	4	4	2	3
Parturition, . . . . .	16	7	12	3	4	5	2	1	2	4	3	2
Rheumatism, . . . . .	14	1	11	1	3	1	2	1	2	4	1	1
Scrofula, . . . . .	7	1	11	9	10	1	2	7	9	7	7	5
Syphilis, . . . . .	16	5	5	10	2	1	1	1	1	1	1	2
Varicella, . . . . .	1	2	1	3	1	4	1	1	1	1	1	1
Miscellaneous, . . . . .	14	1	1	1	1	1	1	1	1	1	1	1
<i>Diseases of Alimentary Canal.</i>												
Cancerum Oris, . . . . .	1	2	1	1	1	2	1	1	1	1	2	2
Cholera Infantum, . . . . .	1	1	1	1	1	1	1	1	1	1	1	1



TABLE No. 1—Concluded.

DISEASES.	Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
<i>Cholera Morbus,</i>	50	—	1	2	—	—	2	—	1	—	11	30	8
<i>Colic,</i>	6	—	8	8	1	—	5	2	4	—	14	19	12
<i>Diarrhoea,</i>	91	—	1	1	1	1	6	1	—	4	1	1	1
<i>Gastritis,</i>	13	—	—	1	1	—	1	—	—	—	2	—	—
<i>Miscellaneous,</i>	14	3	2	1	2	—	1	—	1	1	—	—	—
<i>Diseases of Nervous Centres.</i>													
<i>Alcoholismus,</i>	38	2	4	2	6	5	3	1	3	1	1	3	5
<i>Apoplexy,</i>	3	—	—	—	1	1	1	—	—	—	—	—	—
<i>Convulsions,</i>	4	—	—	—	1	—	1	—	1	—	—	1	1
<i>Epilepsy,</i>	18	4	1	2	3	1	2	—	1	—	—	3	1
<i>Paralysis,</i>	28	10	2	2	3	3	2	1	2	—	—	1	—
<i>Miscellaneous,</i>	12	4	2	—	—	2	—	—	2	—	—	—	2
<i>Diseases of Respiratory Organs.</i>													
<i>Asthma,</i>	11	4	2	1	—	—	—	1	1	—	—	2	—
<i>Bronchitis,</i>	74	8	9	4	10	15	18	5	4	4	—	2	—
<i>Catarrh,</i>	87	6	5	4	8	5	9	—	—	—	—	2	—
<i>Hæmoptysis,</i>	8	2	1	—	1	—	—	—	—	—	—	—	—
<i>Phthisis,</i>	78	26	6	2	6	2	4	5	—	—	2	4	6
<i>Pleurisy,</i>	16	1	1	1	1	—	—	—	2	8	5	—	1
<i>Pneumonia,</i>	16	—	1	1	2	3	5	2	3	1	—	1	—
<i>Miscellaneous,</i>	6	—	1	—	1	1	—	2	—	—	—	—	—

Eczema, . . . . .	17	8	5	5	6	-	-	1	1	1	-	3	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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TABLE No. 2.

*Showing the Causes of Death, the whole Number, the Sex, the Mental Condition, the Number in each Month, and the Ages of those who have Died in the Tewksbury State Almshouse, from October 1, 1867, to September 30, 1868.*

CAUSES OF DEATH.	Total.	Males.	Females.	Insane Males.	Insane Fems.	Total.	Month.												Under 1 year.	Age.												
							October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.		1 to 3.	5 to 10.	10 to 20.	20 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	80 to 90.	Over 90.		
Anasarca, . . . . .	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Apoplexy, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Asthma, . . . . .	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Atrophy, . . . . .	19	13	6	10	3	13	3	1	2	1	2	1	1	1	3	3	3	-	1	-	-	1	4	2	4	6	-	1	-	-	-	
Bronchitis, . . . . .	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cancer, . . . . .	7	3	4	-	-	-	-	-	3	-	-	-	2	-	-	-	-	1	-	-	-	1	1	2	2	-	-	-	-	-	-	
Carbuncle, . . . . .	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cholera Infantum, . . . . .	2	2	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	
Cholera Morbus, . . . . .	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Congestion of Lungs, . . . . .	3	2	1	1	-	1	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Convulsions, . . . . .	4	3	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	
Debility, * . . . . .	96	61	35	1	1	1	4	3	5	5	3	5	6	11	18	15	14	7	48	-	-	1	1	3	1	4	11	14	12	2	-	-
Delirium Tremens, . . . . .	5	3	2	-	-	-	-	-	1	1	1	1	1	1	1	-	-	1	-	-	-	1	1	2	1	-	-	-	-	-	-	-
Diarrhoea, . . . . .	23	7	16	1	4	5	-	-	2	1	1	1	1	1	1	3	12	1	1	-	-	2	1	4	7	4	2	1	-	-	-	-
Dropsy, . . . . .	5	3	2	-	-	-	-	-	1	1	-	-	-	-	1	1	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-
Dysentery, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Epilepsy, . . . . .	5	2	3	2	-	2	1	-	-	1	-	-	-	-	-	-	-	2	-	-	-	2	1	1	1	-	-	-	-	-	-	-
Fever, Intermittent, . . . . .	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" Typhoid, . . . . .	4	3	1	1	-	1	-	-	-	-	-	1	-	1	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

**\* Thirty-three foundlings.**

TABLE NO. 3.

*Showing the Number of Births in the Tewksbury State Alms-house during each Month, from October 1, 1867, to September 30, 1868, by the Sex, whether Illegitimate, Twins or Still-Born, and the place of the Mothers.*

MONTHS.	Total.	Males.	Females.	Illegitimate.			Twins.	Still-Born.	Birth-place of Mothers.		
				Males.	Females.	Total.			U. States.	Ireland.	England.
October, . . .	3	3	-	1	-	1	-	-	2	1	-
November, . . .	3	2	1	1	1	2	-	-	-	3	-
December, . . .	1	1	-	1	-	1	-	-	-	1	-
January, . . .	7	1	5	1	3	4	-	1	2	1	-
February, . . .	3	2	1	-	1	1	1	1	1	1	-
March, . . .	1	-	1	-	1	1	-	-	-	1	-
April, . . .	2	2	-	1	-	1	-	-	1	1	-
May, . . .	4	3	1	1	1	2	1	1	2	2	-
June, . . .	4	-	4	-	2	2	-	-	1	2	-
July, . . .	5	1	4	-	2	2	-	-	-	-	-
August, . . .	2	1	-	1	-	1	-	1	1	1	-
September, . . .	3	1	2	1	1	2	-	-	1	-	-
Totals, . . .	38	17	19	8	12	20	2	4	11	14	-

REPORT OF THE VISITING AGENT.

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*To the Inspectors of State Almshouse, Tewksbury.*

GENTLEMEN :—As your Visiting Agent, I beg leave to submit herewith a Report of the labors of a year, the first ever regularly given, in investigating the welfare and educational advantages of such children as have been put out to service from your establishment during a period of more than thirteen years since its inception.

As a starting point for the work, on the 1st of October, 1867, I obtained from the Superintendent of the institution the books in which was what purported to be a record of the whereabouts of the children.

This record I found to have been very imperfectly kept during the first years of the almshouse, when a majority of the children were put out, and before its working was well systematized under the present efficient Superintendent and his able assistant.

I found that there was great lack of correct information in the more essential parts of this earlier record, especially as to names of persons and places, some of which were entirely erroneous, or written so as to be, in many instances, almost undecipherable.

This led to great embarrassment, delay, and additional expense in the prosecution of the work, as a few cases such as the following will show.

A child is charged to Westfield, in the western part of the State; a visit and tedious search there, going from one part of the town to another, disclosed the fact that no family such as the child is charged to ever lived in the town; the town clerk's books, the assessors' records, the postmaster, could furnish no clue to the whereabouts of any one of the name. The jour-

ney, search, and expense were useless in regard to finding a child, except in their suggestion of the idea that, instead of Westfield, *Westford* should have been on the record, at the last named place the family was found, though not without special effort, the work of which might better have been done when your agent was there looking after the children who were charged to Westford.

A child is charged to "Mrs. Allen, Boston," where there are scores of such name in the directory ; no hint being given of street or number.

Another is put down to a family in Newburyport, and an inquiry and ransacking of the records there brought up no such name ; but at Marblehead, in looking up the statements of a girl whose home I found to be unsuitable for her, I ascertained that the family and the girl put down as above were in Marblehead, having never lived in Newburyport.

Children are charged to families in remote localities, in which your Agent would go at considerable expense of time and money, only to find that years before they had returned to the almshouse, of which return he then gets the first intimation ; though before going to such remote and scattered cases, letters have usually been sent to the parents, but not one in a dozen such letters of inquiry have been answered, either because the people were dead, or had moved, or were too indifferent or careless to answer.

A large majority of the children have left their original places, and gone from one family, or town, or State, to another, no account of such changes being reported or of record, which often led to tedious search from place to place, and thousands of miles additional travel.

The delay and added expense to the work caused by the want of proper data as a starting point can scarcely be understood or appreciated, and your Agent regrets that he has been obliged, at so considerable cost, to take much time in an utterly fruitless search, which, though it will lead to some improvement, greater efficiency and lessened expense for the future might have been avoided had the record been more perfectly complete in regard to the earlier cases ; but he has endeavored to labor faithfully for the interests of the State and its

and he hopes the results accomplished will be of lasting benefit to all concerned.

Believing it to be a most important matter, and that the Commonwealth can better afford to educate its wards than to allow them to be brought up in ignorance, entailing vice and progeny to be a continual drain on the pauper appropriations, your Agent, has in every instance, paid especial attention to the educational facilities of the children, which he found to have been sadly neglected.

In some cases he has caused their masters to take them out of mills and workshops where they were being employed to the neglect of their education, and put them in school, where they are to be kept a reasonable portion of the time.

In cases where they have never been allowed any schooling, but have grown up to be large boys and girls, scarcely knowing the alphabet, and ashamed, because of their age and size, to go to common schools, he has made arrangements by which the families shall send them to evening or private schools.

Where it has been found to be impracticable to send them to any school, he has arranged for their having evening or private instruction at home.

And your Agent has seen to it that in all cases they be sent to church and have all like advantages, so that when their time of indentured service shall have expired, they may become self-supporting and fitted for such obligations as society and the laws will require at their hands.

In some instances, where the boys have shown a distaste for such drudgery as they have been kept at, and have given indications that they had aptitude for, and could easily learn, some good trade, arrangements have been made that their masters give them up, and suitable places have been found for them where they can earn fair pay at the start, have some schooling facilities, and good prospects for remunerative work in the future.

In this and other ways your Agent has worked for the children's elevation out of a grovelling and ignorant condition; to remove from them the stigma and degradation of their earlier associations, and to stimulate in them ambition and hope, out of which may come their best good.



That great benefit and lessened expense to the State result from these special efforts, your Agent is fully convinced.

Believing that what services the wards of the Commonwealth may render should, if possible, be kept within our own boundaries and accrue to the benefit of the people of the State, I pay its pauper taxes, I have looked about as I have had opportunity, to ascertain if there are any good and sufficient reasons why neighboring states should be allowed to come in and take the best of such service from our people. I have been unable to ascertain that there are any such reasons why it should not be advantageously done away with through efficient means by a visiting agent, who is in such daily contact and communication with the institution from which the children are sent, to know their personal capabilities ; and in such frequent contact and communication with families in the towns of the State as to know their exact wants, and know just when and where the children may be put out to advantage. Although I have found that many of the children, as your Agent has found, have heretofore been put into excellent families in other States, my own experience has strengthened his belief that an efficient and painstaking visiting agent can easily find, within our own Commonwealth, enough such families into which the wards of the State may be well put ; and he is convinced that putting them under such family guardianship will tend to their best interests to the State but keep up a system of proper supervision over their treatment and educational opportunities. Your Agent is fully convinced of no injustice to the capabilities and positive genius for the management of children, as displayed by our friend Superintendent Marsh of your institution ; but even he could not manage a large number of children so well as they could be managed in good families, properly selected to give them home education ; for in an almshouse, under the best of management their associations will make them feel that they are but paupers and feed the pauper instincts, while in good families they learn to lose the pauperising elements in their nature and become ambitious to so conduct themselves that their pauper days may be forgotten. This ambition your Agent has frequently found to be quite prominent, as in the case of a young maiden, formerly an inmate, who, during the eight years she spent in the institution, has changed her place of living

times, and changed her name, so that the people she was with, and all her associates knew nothing of her ever having been in an almshouse ; she was respected, corresponded with members of the family who were absent, and was, in every way, very pleasantly situated ; but by accident it became known that she had once been a pauper, and the poor girl's heart seemed completely crushed ; her prospects in life were all gone, she thought, and all her labor of years, in trying to make her former degradation unknown, and to make herself respected, had been for nothing. But happily, in her case, she was with intelligent, kind and appreciative people, in whose estimation she was raised, rather than lowered, by the knowledge of her former associations, out of which, and above which, she had grown by her own intelligent and well-directed efforts.

Your Agent has oftentimes found it to be a matter requiring great caution and delicacy to approach parties in such cases, so as not to make unwarrantable exposition of the children's earlier condition.

In the annual report of your Board for the year 1863, the attention of the governor was called to the fact that improvement might be made in the system of indenturing children. That report says, that while children are indentured to persons on their providing recommendation from the selectmen of towns and overseers of poor, it is no uncommon occurrence for such persons, so recommended, to apply for both boys and girls, whose services are really wanted merely for tending cows on the public highways, &c. ; " such applications being refused, however, where the facts are known."

But the difficulty is, that the facts cannot be known in one case out of ten, without such personal investigation as the local and busied officers of a large State institution cannot give.

That great wrong to the children has grown out of this system, or rather out of a lack of proper enforcement of its provisions, cannot be denied, and your Agent, by a recital of some facts, to the elucidation of which his duties have led him, would renewedly call attention of the proper authorities to a great need of improvement in a custom under which such abuses have been allowed to exist, some of the bad results of which the services of a visiting agent is correcting or will modify ; which services, it is believed, should be regularly kept up by

your Board, so long as you have wards out at service, and that the State may, as far as possible, right the wrong already done by allowing its wards to be taken and held by parties who look only to the dollars and cents those wards can earn or save them, exercising no care for their present or future welfare ; and to prevent such wrongs in the future.

But one or two cases of this nature will be recited here.

A family in ———, some ten years ago, took a well-bred and apparently healthy child, a girl, six years of age, and gave bonds that they would properly educate her and bring her up in a respectable manner. To get information concerning the girl, I visited the family, which I found to be living on a good and valuable farm, and to have every appearance of intelligence, ability, refinement and considerable wealth. On inquiring of the child, I was told that she ran away from them some time before, after being with them about four years, and was now living in a neighboring city. The man said, that soon after she ran away, he notified the authorities at the institution, who desired to have his bonds cancelled. Your Board deemed it equitable, however, not to cancel them, and to require the man to look up the child, which it now appears he did ; but, he could not find her, and knowing her whereabouts, he neglected to send her home with him, or to give any further notice at the institution house concerning the matter ; and she was left for five years without any care from the family who had voluntarily assumed the duty of seeing to her proper treatment and education. The family could not, or did not, tell me where she might be found in the city, though they had been to the place where she lived at the time they found her, after she ran away. They understood that she had changed her name to that of the family with whom she was living, which name they had never heard of ten ; and the family had moved, they said, so that they could give me no information as to her present whereabouts. Accordingly, I wrote to the man to meet me in the city, and to be on the watch in search for her. He did not, however, appear at the time and place named, and I was obliged to undertake the search myself, and with scarcely a clue to guide me. The search was long and perplexing, but resulted in my finding her with a respectable and able family, who had taken her in on the day after she ran away from her place, and who were led to do so by hearing of her as

the house of a neighbor, where she had obtained shelter overnight, and where she came the afternoon before in a pitiable condition, with arms black and blue from apparent recent ill-treatment. When I found her, she was sick and helpless,—a beautiful girl, some sixteen years of age,—emaciated, and pronounced to be in a consumption by four different physicians, who had been called to her aid; and she told a sad story of abuse and shameful ill-treatment concerning the family into whose charge she had been given by the State ten years before,—a story which, if true, may account for her present disease and helplessness. She alleged, substantially, that on one occasion, having not enough to eat,—being fed for days in succession on nothing but cold potatoes and salt,—she took a piece of apple-pie and hid it; but her master found it, and to punish her, took her to the barn, and *compelled her to eat moist cow-manure* from a large spoon held to her mouth; that, on another occasion, her mistress dragged her to the kitchen stove, and put her hands on the hot iron, holding them there till they were blistered; and, at another time, held a chamber vessel to her mouth, and *forced her to drink urine*; that, another day, when she was discovered eating a piece of pie or cake, her mistress made her take a dose of epsom salts, saying that she would “physic it out of her;” that, while the family always allowed the hired help—men and women—to sit and eat at the same table with themselves, she was compelled to eat her meals alone, and from a tin plate, sitting on a stool in a sink-room leading out of the kitchen. And she further alleged that, for some slight misdemeanor, her mistress took her into the attic, and tying her to a post, having first stripped off every particle of her clothing, terribly beat her bare flesh with a bunch of four sticks, till they were nearly worn up; and she alleged that the reason why she left them was, that they had threatened to give her another beating, which threat put her in such great dread that she ran away, clothed so shabbily, as is said by those who first took her in, that it could not be judged from the medley of her garments, whether she was a boy or girl. Such was the girl’s story of wrong; and she adheres to it under circumstances which, it would seem, must make her incapable of uttering untruth. In the presence of her former master and mistress,—with all the seriousness and solemnity of her probable near

approach to death brought to bear upon her mind,—she ates it, and with such firmness as would, apparently, be feign. Her mistress, on the first interview your Agent had with her after having seen the girl, when he read to her the charges made against them, at first denied them *in toto*; saying there was not a word of truth in them; that they were beguiled and gotten up by the Irish to extort money from her husband, who was known to be a man of wealth. But, during a long conversation at that time, and on several subsequent views with her and her husband, it was admitted that the charges were not altogether without foundation, though she said that the girl had given such an untrue version of the circumstances as to greatly mislead and prejudice. They administered dry manure was rubbed on the girl's mouth; and a man, on one occasion when he came to talk the matter over with your Agent, actually brought with him in his pocket the article, and, against remonstrance, persisted in putting it on his own mouth, to show, as he said, that it amounted to so very much after all;" but it was said that after doing this, he often, very freely, and somewhat cautiously put his handkerchief to his mouth. They say that the burning at the stove was the result of a squabble between the mistress and the girl, who was afraid to remove a cover from the boiling pot, for which fear she was being chastised; that, if she gave her any physic, it was to rid her system of a large quantity of mixed sulphur and molasses she had secretly eaten; that the mistress, did make her drink from a chamber-vegetable that it had been especially cleaned for the purpose, and contained clean water, and not urine. And they admit that the mistress did take the child to the attic and, after removing a part of her clothing, did tie her to a post and whip her severely" with two sticks. All of which treatment, however, was to punish her for, or break her of, filthy habits. For the present, the girl remains where your Agent found her in the city, and under the medical care of the alms-house physician. The family she is with seem to have done all in their power, and oftentimes beyond their means, to administer to her comfort and the requirements of her disease.

A vote of your Board, after hearing both parties, and after viewing the evidence in the case, declared that the girl's charges

cially proven, by admission, and left the matter in the  
of your Agent for settlement between the parties, and  
tlement will be made as law and justice demand.

was taken by a man in —, who, after keeping him  
three years, suddenly left for the West, and made no  
provision for the boy, though he left him with a son,  
giving no interest in him, and feeling that he had no legal  
in his services, neglected sending him to school, and,  
he kept him at work, did not properly clothe him or  
y adequate attention to his welfare. When I found  
had no clothes fit to go into the street with, and his  
condition was shabby in the extreme; but he seemed  
bright and intelligent lad, capable of better things. By  
with him, and the man with whom he was living, I  
ed that he had some aptitude for a machinist's trade;  
afterwards made arrangements with a machine shop  
or to give him work as an apprentice, commencing in a  
at the time being not old enough for the place. On  
visit I caused the man for whom he worked to get him  
it of clothes, send him to common school for a season,  
church; and subsequently I made a bargain by which  
be allowed four dollars per week, and his board, and  
e for evening schooling, during the year, before he can  
e machine shop. This last bargain being with the very  
o, when I first saw the boy, was getting his services for  
othing, and allowing him to grow up in ignorance.

ne instances, where children have been taken from  
e, or generous domestic motives, in contradistinction  
ch mercenary motives as have too often led to their  
ken, I have found a very pleasant and happy state of  
children having been given the name of the family,  
g loved, cared for, and educated in music and many  
complishments, as though they were their own.

narrate one or two such instances.

tleman in —, took a bright little girl, eight years  
lease a daughter who was in failing health; the daugh-  
and the little pauper child has been reared to fill her  
far as possible; given their name and every advantage  
tion, domestic love and association, so that I found her

to be a pet in the household, a beautiful and accomplished school-girl, whose future prospects seem to be without a

An Irish family of good habits, in a large city, and respectably out of the moderate profits of a small business the husband, having no child of their own, took a little three years old. The husband died after a lingering sickness and the wife soon afterwards became ill with consumption all the while, through all the sickness and trouble, the child was kept at school, and, being bright and intelligent, learned quickly and well. The means of the family were low ebb when I visited them, and found the widow to be stricken and near her end, taken such care of as could be for her by a sister, who was also feeble in consumption. I clung to the child, and begged that she might be properly cared for after her death, which took place within a few days. Among her effects was found a savings bank-book, showing a deposit made in the child's name before the husband's death amounting to nearly three hundred dollars, principal and interest, which it seems had been untouched through many years of trial, saved for the little one who was so soon to be alone; though the poor widow had often doubtless, in sickness and pain, uncomplainingly suffered for the want of food, she would perhaps have starved, had she not been cared for in her last days by a wealthy gentleman of the city, whose repeated kindly deeds among the poor and lowly, though quietly and unostentatiously, so as "not to be known of," are not without record in the hearts of many of "the better of these." After the widow's death, at the request of your friend, this gentleman took charge of the girl and her bank-book, and she was put into an educational institution where she was well cared for, and have the best of training, for which she had evident aptitude.

An infant was found in the woods of a town not far from its cries having been heard by two children who were in a neighboring meadow picking cranberries, and who, frightened at the noise, ran to the road and told a passer-by what they had heard. He went to the woods, and found the babe, lying in an old salt bag, covered with leaves, having evidently been left there but a few hours before. It was taken to the almshouse, and its condition and story became known to a good

who at once took it to Tewksbury, and made arrangements with the authorities of your almshouse, to take, keep it, and give it their name.

It was twelve years ago, and on my visit to the place, I found the child to have grown to be a beautiful girl twelve years of age, well advanced in all her studies, playing the piano, and being loved and cared for as tenderly as are any of our children. Every year since the family took the babe, she has been to their house to see and make inquiries about the child,—representing himself to be an agent from the Tewksbury establishment. No such agent, as you are aware, had ever been sent there previous to my visit, and no doubt the man had no knowledge of, or connection with, the attempted murder of the child. He has not been there this year, however, but it may be possible that he will keep out of reach in future. The foundling babe was charged to a man in ———. I visited the family and found them to be worth a little property, frugal and industrious. I saw the man, and asked him about the child; he indignantly, but with apparent honesty, denied ever having taken such a boy from the almshouse; and I could get no information from him concerning the child, though he admitted having one in the house about the age of the one I was in search of, but said it was his own, born of his wife; and he produced a priest's christening certificate, as testimony of his truthfulness in the matter. I left him, as he became evasive in his language, and made inquiries of his neighbors, who corroborated his story, as also do the town records. On further inquiry, however, I found a gentleman who was perfectly cognizant of the fact that the man's wife *did* take a child from the almshouse, and that the child so taken was the one claimed by the man to be his own. Becoming convinced I could not satisfactorily get at the true facts in regard to the child's welfare from the family at their home, (the man having threatened to shoot me if I ever visited him again,) I soon after wrote a letter to be sent, enjoining him to appear at the institution at a time specified. He did not come in answer to the letter, but his wife appeared in his stead, humbly confessing that she intercepted the letter, her husband knowing nothing of it, or of her coming in answer to it; that *she* took the child on the day it was charged to her husband, and without



his knowledge—having left home in the morning with the intention of getting the infant, but falsely telling him that he was going to a neighboring city to see some friends; and when he went home in the evening with the babe, telling him that she had given birth to it on the cars during her absence. In this state of things, she said, the husband had always been under the impression that the child was illegitimate. This belief on his part doubtless accounts for the indifference with which your Agent's inquiries of him about an *alleged* child were treated. The wife, on her knees, begged permission that the husband might not be told these things, saying that it would break up the family, separate man and wife, and in consideration of the child's temporary good, its home was a pleasant and satisfactory one, and with a view to its health and the property, this wish of the wife has been gratified. The husband and neighbors remain in ignorance of the true circumstances of the child's birth, and I now call attention to this fact, believing it to be an instructive one, as showing to what lengths means childless wives may resort to gratify maternal inclination.

In the absence of any special contract, I have, in the case of boys, shortened their term of service, (by common usage being at the age of 21 years,) so that they may become masters of their own time when 18 or 19 years old; and where it has been found to be practicable, I have made arrangements for the masters of children from 13 to 18 years of age, to allow them wages, varying, according to circumstances, from one dollar per week, and to be increased as the worth of their services increases. I have found this change to work wonderfully to the good of both the children and their employers. The wages, though small at first, are big in the eyes of those who have never before had a dollar of their own, and who are stimulated thereby to better exertions and encouraged into some labor for the future. I have in such cases made it incumbent upon the masters and mistresses to look after their money, put it, when convenient, into savings banks; and to look after their clothing. And I have endeavored to put matters in such a way that they may learn habits of frugality, which, when combined with proper education, shall lead them to be tax-paying and not tax-increasing people in time to come.

Your Agent has found several of the boys to be well educated; one, who has been to college, and whose case,

interesting, he will quote from his "Records," where it is  
ly stated, as follows :—

845.

GEORGE G. ———.

"Taken by Mr. ——— L———.

"———, MASS., June 24, 1856.

mitted, Jan. 10, 1856.

e, 13.

m Lowell.

hplace, England.

charged, June 24, 1856.

30, 1867.—Visited. Found this to be *a remarkable case of  
ance and self-education under difficulties.*

ge was with Mr. L. about four years ; previous to his going  
hile at the almshouse, had the *fingers of his left hand cut*  
hay-cutter ; in the army, at battle of Fredericksburg, *was*  
*the right arm, which was amputated at the shoulder ;* went  
rn after leaving hospital ; fitted himself for college ; went  
ge, and is now holding high position as teacher at a New York  
ty. While with Mr. L., his habit was to read every spare  
t of his time, devouring everything in the way of books and  
pers that he could get ; and we hear of him while at the hospi-  
ing in his bed and calling for books and reading all the while.  
eaving Mr. L., he went to Boston and entered a store ;  
d there a year ; then went to Auburn, where he entered the  
giment ; returned to Auburn after service, the fingers of his  
d off, his right arm entirely gone ; still, out of all this,—the  
house his starting point,—we find him to have risen by his  
ertions to an honorable and lucrative position. It appears  
family had originally been of good standing in society, but  
band and father died ; hard times came upon them, and the  
and, boy were forced to go to the almshouse, where the  
died, and on her death-bed got a pledge from the boy that,  
t of such an institution, he would so conduct himself all  
life as to gain an honorable name. Well has George kept  
ge !"

case is an instructive one, showing what may be done  
the most adverse circumstances. Would that all our  
ad girls could be made to profit by the lesson.

Where there were only one or two cases in different remote localities, and of such there were quite a number have written to the parties, endeavoring to get information about the children without the expense of a visit. These letters have scarcely ever been answered satisfactorily; most of them have not been answered at all; and I believe, taking all things into consideration, that the facts most desirable to be known, could not be got at by correspondence, for, if parties have a child who is being ill-treated, they will not of course write the truth about the matter, which only a personal visit can bring to light. Parties who have children who are being treated well, where services are valuable, in many cases will not write, because they are fearful that if they do write, the children in some way or another be taken from them by parents or relatives.

Correspondence with the masters of the children may be often a great help in getting information about their lot, but it does not seem to answer any serviceable purpose otherwise.

Correspondence with the children themselves is undoubtedly beneficial, cheering and stimulating to their young minds, and it is well to thus let them know that they are being looked after and cared for.

With considerable labor I have prepared a book which I believe will be serviceable and indispensable for a long time, containing a complete and alphabetically arranged record of the children put out to service since the starting of the Almshouse up to the present time, with an index by which the fate of any child, or the number or names of the Commonwealth's wards in any town or State can be ascertained with the least possible trouble. In this book, on appropriate pages, I have written statements of what has been ascertained and accomplished in individual cases. I have marked and designated as "*Children's Records, State Almshouse, Tewksbury, A.*" it is delivered to you herewith as a part of my present report, too lengthy for insertion here, to which I would refer you for a more detailed account of my doings.

I find that altogether 533 children have been put out of the Almshouse; 103 of them are marked on the book as "returned," "ran away" or "taken by parents;" (these

first thought, to require no attention at my hands, I have, when convenient, found it to be very useful to ascertain why they returned or ran away, and have often been led by such investigation, to be thankful that they did not stay in such miserable places as they were taken to, but had sense enough to run away from them.)

430 whose cases needed investigation. Of these, only 100 have been found, though I have found and made account of 430 whose names were not on the books, and of whom I have no record; the residence of the remainder I have not been able to ascertain by personal visits and much correspondence, to find. The list I have prepared shows the 533 children to have been as follows:—

## IN MASSACHUSETTS—402.

<i>Essex County</i> —200.		Cambridge, . . . .	2
. . . . .	29	“ East, . . . .	2
North, . . . .	8	“ North, . . . .	1
. . . . .	1	“ West, . . . .	1
. . . . .	28	Cambridgeport, . . . .	2
. . . . .	9	Charlestown, . . . .	4
le, . . . . .	1	Carlisle, . . . . .	1
Centre, . . . .	3	Chelmsford, . . . . .	16
North, . . . .	1	“ West, . . . . .	4
South, . . . .	1	“ North, . . . . .	1
West, . . . . .	1	Dracut, . . . . .	1
r, . . . . .	2	Lowell, . . . . .	61
l, . . . . .	1	Malden, . . . . .	1
rn, . . . . .	1	Melrose, . . . . .	1
. . . . .	8	Natick, . . . . .	1
. . . . .	31	Reading, . . . . .	2
. . . . .	4	“ North, . . . . .	1
ad, . . . . .	41	Stoneham, . . . . .	3
. . . . .	9	Tewksbury, . . . . .	11
port, . . . . .	8	Townsend, . . . . .	2
. . . . .	1	Tyngsborough, . . . . .	2
. . . . .	10	Wilmington, . . . . .	14
. . . . .	1	Winchester, . . . . .	1
. . . . .	6	Waltham, . . . . .	1
		Woburn, . . . . .	1
		Westford, . . . . .	8
<i>Middlesex County</i> —168.		Watertown, . . . . .	1
. . . . .	19	Weston, . . . . .	1
. . . . .	1	Pepperell, . . . . .	1

*In Suffolk County—17.*

Boston, . . . . .	15
South Boston, . . . . .	1
Chelsea, . . . . .	1

*In Worcester County—2.*

Bolton, . . . . .	1
Fitchburg, . . . . .	1

*In Franklin County—2.*

Heath, . . . . .	1
Northfield, . . . . .	1

*In Norfolk County—*

Bellingham, . . . . .	
Roxbury, . . . . .	

*In Bristol County—*

Easton, . . . . .	
Taunton, . . . . .	

*In Hampden County—*

Westfield, . . . . .	
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## IN NEW HAMPSHIRE—117.

Andover, . . . . .	1	Madbury, . . . . .	
Barrington, . . . . .	24	Nottingham, . . . . .	
“ South, . . . . .	2	“ Centre, . . . . .	
“ North, . . . . .	4	Newington, . . . . .	
Barnstead, . . . . .	2	Nashua, . . . . .	
Concord, . . . . .	3	Newton, . . . . .	
Canterbury, . . . . .	1	Portsmouth, . . . . .	
Durham, . . . . .	19	Pittsfield, . . . . .	
Dover, . . . . .	3	Plaistow, . . . . .	
Deerfield, . . . . .	1	Pelham, . . . . .	
Danville, . . . . .	1	Rochester, . . . . .	
Gilford, . . . . .	1	Strafford, . . . . .	
Greenland, . . . . .	2	Strafford Corner, . . . . .	
Hudson, . . . . .	1	Sunapee, . . . . .	
Lee, . . . . .	12	Temple, . . . . .	
Londonderry, . . . . .	2	Wakefield, . . . . .	
Middleton, . . . . .	8	“ East, . . . . .	
Milton, . . . . .	1		

## IN MAINE—4.

Kittery, . . . . .	1	Portland, . . . . .	
Prospect, . . . . .	1	Yarmouth, . . . . .	

## IN VERMONT—4.

Rochester, . . . . .	1	Williamsville, . . . . .	
Ripton, . . . . .	1		

## IN RHODE ISLAND—(Providence,) 1.

## IN CONNECTICUT—(Windsor,) 1.

Number charged to families, the name of, town or state, not being on  
Total, 533.

*Statistics showing when the Children were put out.*

. . . 21	1860, . . . 44	1865, . . . 8
. . . 48	1861, . . . 25	1866, . . . 14
. . . 47	1862, . . . 91	1867, . . . 6
. . . 44	1863, . . . 55	1868, . . . 8
. . . 89	1864, . . . 33	Total, . . . 533

d in families, infants, and under 3 years of age, . . .	49
“ over 3 years old and under 6 years, . . .	47
“ over 6 years old and under 10 years, . . .	211
“ over 10 years old and under 12 years, . . .	105
“ over 12 years old and under 16 years, . . .	110
“ over 16 years old and under 18 years, . . .	8
“ over 18 years old and under 21 years, . . .	1
“ over age, (one 24 years old;) (one 27 years old,) . . .	2
Total, . . .	533

times on original books, charged as put out to service, . . .	533
times of children put out several times and re-entered on the books, . . .	103
total number of different children put out, . . .	430

children found in families where originally put, . . .	52
children found who have changed from original places, . . .	51
children taken by parents or relatives, . . .	39
have run away from places, . . .	85
of age, . . .	256
d to have died, . . .	19
ned to the almshouse, . . .	102
enlisted in the war service, . . .	24
d to be married, . . .	6
d whose schooling has been neglected, . . .	63
o be found, . . .	85
revisited, . . .	103

ll be remembered by your board that some of the larger  
d girls in the institution at one time were put under  
ion, by which the boys could learn shoemaking and the

girls the braiding of hats and sewing ; at which work the employed half of each week day, allowing them to attend almshouse school the other half. This arrangement, and the combined and well-directed efforts of your Board, and the faithful Superintendent of the institution, proved to be very successful ; the children became proficient in their work, and so well taught in their studies, that some of them were well advanced in the higher branches, their recitations in &c., being such as would do credit to many college students. These boys and girls graduated honorably, and were allowed to go out into the world to seek a livelihood.

Your Agent is pleased to report that, as far as he has been able to ascertain, they are doing well ; many of them are in lucrative places, and in such condition as to accumulate property which will enable them in their turn to lend a helping hand to the unfortunate.

Twelve months' work, in looking after the interests of the wards of the State, has impressed upon the mind of your Agent the fact, that the Commonwealth is but doing a long-neglected duty when it takes active measures looking to their welfare, and that not only should the wards themselves be properly looked after, but the State, through proper agents, should exercise an often-recurring watch over the guardianship under which it has put them, and see to it that in all cases those who exercise control over them be held to a strict accountability in the treatment of the children.

Such work cannot be too vigorously kept up.

This Report may appear to be too lengthy, but your Agent could not seem to make it less so, and give your Board a general and thorough idea of the work and its results.

Respectfully submitted.

GEO. P. ELLIOT  
*Visiting Agent*

NORTH BILLERICA, Sept. 30th, 1868.

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FIFTEENTH ANNUAL REPORT

OF THE

INSPECTORS

OF

NSFORD ISLAND HOSPITAL,

BOSTON HARBOR:

WITH

PORT OF THE SUPERINTENDENT.

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OCTOBER, 1868.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET, (CORNER OF FEDERAL.)

1869.





# Commonwealth of Massachusetts.

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## INSPECTORS' REPORT.

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His Excellency ALEXANDER H. BULLOCK.

Inspectors of the State Hospital at Rainsford Island beg to submit the following Annual Report.

No change in the condition of the public property at Rainsford Island during the past year has occurred to render a special report necessary. None of the buildings upon the Island are occupied except the small and old cottage in which the Keeper, Mr. Marcus M. Nye, and family, reside. The Hospital being closed, our efforts are confined to the preservation of the buildings and personal property, and their protection from rapid depreciation. The weather has been unfavorable during a large part of the year, and a considerable sum will be required next summer to repaint some of the buildings and make other repairs. Rust attacks everything which is capable of it, so near salt water as is the property at Rainsford.

We respectfully refer to our last annual report and valuation of the public property at Rainsford as substantially correct at the present time. We have purchased a small boat for the purpose to retain at the Island, at an expense of \$125, as the "Yacht" generally lies at her berth in this city.

We repeat the recommendation to sell the Island and buildings thereon, unless it is intended to put them to some useful purpose. We refer to the accompanying report of the Keeper, which seems to be a faithful officer, and to whose list of annual

expenses should be added the salaries of the three Inspectors amounting to \$150 per annum each, and the bills for of the "Thacher," which are paid from the appropriation for Rainsford Island.

For the Inspectors.

JOS. M. CHURCHILL, *Chairman*

Boston, October 15, 1868.

## SUPERINTENDENT'S REPORT.

Hon. CHAS. H. WARREN, Hon. JONA. D. WHEELER, Hon.  
M. CHURCHILL, *Inspectors Rainsford Island Hospital.*

SIR:—I respectfully submit to you the usual Annual  
Report of this institution for the year ending October 1, 1868.  
Through the unusual wet and heavy weather we have experienced  
the past year has been very unfavorable to the preservation of  
unoccupied premises, I have endeavored, at as small an expense  
as possible, to keep everything secure, and the Hospital  
ready for use should any emergency arise.

It was my intention to have some of the buildings painted,  
but the very backward spring and wet weather during the entire  
season have prevented my doing many things which will require  
to be done in another year.

The depreciation of real estate and personal property has been  
very small. I have made no difference in the valuation from last  
year and merely send you an account of *expenses* during the  
last twelve months:—

For Superintendent, . . . . .	\$1,000 00
For "Gov. Hinckley," . . . . .	125 00
For doctor's bill, . . . . .	60 00
For labor, . . . . .	39 00
For smithing and horse-shoeing, . . . . .	7 50
For fire, &c., . . . . .	24 80
For oil, . . . . .	12 88
For . . . . .	8 00
For repairs, . . . . .	4 12
For smithing and ship chandlery, for yacht "William Hinckley," . . . . .	43 95
	<hr/>
	\$1,325 25

M. M. NYE, *Superintendent.*







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THIRTY-SEVENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

ERKINS INSTITUTION

AND

Massachusetts Asylum for the Blind.

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OCTOBER, 1868.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET (CORNER OF FEDERAL).  
1869.



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# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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BRIDGES INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND, }  
BOSTON, September 30, 1868. }

*to the Corporation and the Legislature.*

The undersigned, Trustees, have the honor to report as follows for the financial year, which closes this day.

The history of the Institution can only be learned from its annual reports; but these are not easily found, being addressed to official bodies, the members of which are continually changed. The outlines of it, therefore, may properly be repeated from time to time, for the benefit of those whose duty or inclination lead them to desire a knowledge of it.

### EARLY HISTORY.

No public measures were taken in this country for the education of the blind until Dr. John D. Fisher, of Boston, called attention to it. At his instance, mainly, an association of gentlemen was formed in Boston, in 1829, for promoting this new mode of beneficence. They procured an act of incorporation under the name of the New England Asylum for the Blind, which was the first establishment of the kind upon this continent.

The legislature authorized the governor to place indigent blind children in the Institution, at State charge.

Some time was spent in collecting information at home and abroad, and in preparatory trials, so that the Institution was not

publicly opened until 1832, and then with only six pupils in a private house on Pleasant Street, Boston. It soon attracted public attention, and liberal subscriptions were received. The legislature made an appropriation of six thousand dollars for the support of beneficiaries. Col. Thomas H. Perkins moved from his mansion house in Pearl Street, which was occupied for many years, and exchanged in 1839 for the Mount Washington at South Boston. In this building it has remained ever since.

Mr. William Oliver made a still more munificent donation.

Other gentlemen contributed liberally. The ladies also contributed fair and contributed important aid.

In this way a considerable sum was raised. It was a large, however, that it could be permanently funded, but after necessary investments in shape of furniture, apparatus, &c., were made, the income, added to the annual appropriation by the State, was not sufficient for current annual expenses.

It was necessary to incur large expenses for alterations of the building, and adapting it, and the grounds, to their new use. Adjacent lots were bought as opportunity offered. And as the pupils increased, more furniture, more musical instruments, more books and apparatus were needed.

By the terms of the grant from the State the Institution was obligated to receive only a certain number of free beneficiaries. The Trustees, however, never took advantage of this privilege. They received all of proper age who applied.

Their policy was to spend nothing upon ornamental architecture, outward display, or internal luxuries; to be even to parsimony in payment of salaries and family expenses, but to be liberal in providing everything that would promote not only the happiness and the interests of the blind of our State, but the cause of the education of the blind everywhere.

The multiplication of books for the blind is largely owing to the improvements in printing brought about by costly experiments, conducted through many years, in the printing of the institution.

It is by this liberal policy that the Institution has been able to do so much good at home and abroad; but it has done so at the expense of its capital, or rather by investing a large sum in means and appliances for extensive usefulness.

Some may think that it would have been wiser to have

contact, and to do no more than could be done by the  
ure of the income. So indeed it would have been if  
al had been large enough, and if blind pupils had been  
along slowly, and their wants only beginning to be

But they were found to be numerous, and were suf-  
from neglect, as those of preceding generations had  
and, therefore, as soon as the feasibility of helping  
s demonstrated, the Trustees proceeded at once to lay  
d deep the foundations of a suitable establishment,  
t that so long as it should be wisely and honestly ad-  
ed, a liberal public and an enlightened legislature would  
all that should be needed for its support.

ld be easy to show many ways in which the Institution  
mplished good ends by a liberal use of its funds, which  
not have done by confining its expenditures strictly  
s income. The mention of two must suffice.

ld have been possible to make a few copies of text-  
raised letters, by pricking the letters through the paper  
. This would have been sufficient for the absolute  
a class of pupils, and would have been very cheap.

en the great improvement in embossed printing would  
been made, in our generation at least; and the blind of  
e country, who have been taught to read, would not  
at their fingers' ends, as they now have, the whole of  
, Milton's poetry, and many other valuable works.

cond is the instruction and training of unfortunate  
who, besides being blind, were incapacitated from being  
s the blind are taught.

were partially or wholly idiotic; but this did not deter  
empts at their improvement. Indeed, the first system-  
ts known to have been made in this country for teach-  
s, were made in our Institution upon two blind idiotic  
who were greatly improved thereby.

children sent to the institution proved to be deaf as  
blind. Now, when a deaf-mute child is sent to the  
on for the Deaf and Dumb at Hartford, or to any kin-  
abishment, and found to be deficient in intellect, or  
y reason of defective vision, to join the classes and be  
y visible signs, he is rejected. This is not because it  
sible to teach him, but because he cannot be classed

with others. He must have a special teacher. His instruction would require special and costly efforts, and no fund provided therefor.

The education of Oliver Caswell and Laura Bridgman cost thousands of dollars more than that of ordinary blind or deaf pupils: but who begrudges the years of patient study and toil, which contrived a way for these pioneers out of the darkness and still isolation, into human companionship,—a way by which other unfortunates, who may be buried as they were, deaf, sight and hearing, may be more easily brought forth from their living tomb?

Had it been the policy to confine our yearly expenses within the income, Laura Bridgman might never have known the name of God, or read the words of Christ.

The Institution has, moreover, put a liberal construction upon its powers. Strictly speaking its business was to educate and train blind children, and send them out into the world to seek a livelihood. The practice, however, has been to provide employment for such as could not find it at home, and to sell their wares for them without charge.

Within the last nine years forty-two thousand dollars have been paid, in shape of wages, to adult blind persons.

The constant aim has been to help blind persons support themselves, and so to lighten, as much as possible, the burden which blindness imposes upon the Commonwealth.

The Institution, indeed, may be considered as belonging to the State, for although nominally the property of a large number of individuals, they are united by an Act of incorporation which gives no individual ownership, except for special purposes; and besides, part of the Trustees are appointed by the governor and council, so that should the State wish at any time to take possession of the establishment it could doubtless do so.

Such a course, however, would not be conformable to the principles which should govern the administration of charity. It is better that our citizens generally should contribute to take their part in the administration of this and of other institutions, should give them aid and comfort by their contributions made directly, and not be content with those made indirectly by paying taxes.

**GENERAL ORGANIZATION OF THE INSTITUTION.**

by-laws of the corporation make members thereof all who contribute \$25 to the funds; all who serve as ; and all who may be made members by special vote. rship implies no pecuniary responsibility, and no other ve that of attending the meetings, which are seldom than once in the year.

ne annual meetings the corporation chooses a president, esident, treasurer and secretary, and eight trustees. vernor and council of Massachusetts appoint four other s, and these twelve constitute

**THE BOARD OF TRUSTEES,**

ve the responsibility for the conduct and management Institution until their successors are appointed. They ected to visit and inspect the Institution at least twice h, and divide themselves into committees for this pur- ach member doing duty one month.

**THE TREASURER**

arge of all the property and income. The income is de- irst, from the annual appropriation by the legislature of te of Massachusetts, [now \$25,000,] in consideration of all beneficiaries nominated by the governor are received ously; 2d, from the other States of New England which 00 a year for each beneficiary designated by their gov- 3d, from private pupils; 4th, from donations, lega- c.

Trustees appoint two of their members as

**AUDITORS OF ACCOUNTS,**

amine all bills, and give drafts for what they find due, he treasurer, who pays no money except upon their

Trustees likewise appoint

**A DIRECTOR,**

s the responsibility for the administration of the estab- nt, selects the teachers and officers, and has immediate and direction of affairs. He makes regular reports in g to the Trustees.

## INTERNAL ECONOMY AND ORGANIZATION.

The establishment was, in the beginning, like an ordinary family, the only peculiarity being that the five or six children were all blind, and were taught and trained at home. In the household arrangements, the domestic service, the meals, all ordered as in other houses.

During its growth of thirty-fold, the original simplicity of a single family has been departed from more and more. There had to be separation of pupils, first by sex, next by capacity, next by the training for the calling which they pursued; and separation of the house into different parts. The little dining-room, with its single table, would no longer do for family meals and children's play-room; the parlor and piano would not do for family prayers in the morning, for a room by day, for social purposes at all times; but there must be chapel, school-rooms, music-rooms, workshops, dormitories, and the like.

With this came separation of the duties. One man and one woman could not suffice as in a small family for all the domestic offices, and for instruction, training and discipline; there must be steward, teachers, matrons and the like.

At each remove from the simplicity of family life we gain the score of economy and convenience, but lose on the moral and educational influences.

There are two households—one for each sex. Separate parlors, dormitories, dining-rooms, &c. The matrons and tutors sit at the same table, and have the same food as the pupils.

The instruction has been conducted for thirty-five years on the plan like that followed in the management of large boarding-schools for the education of ordinary children and save that both sexes live under one roof.

## THE GENERAL INFERENCES

to be drawn from this experience upon several important questions, especially whether it is best to educate the blind together or apart, are as follows:—

*First.* That persons suffering under a common infirmity, such as mutism, blindness and the like, are liable to certain advantages and unfavorable consequences, flowing from their abnormal condition. These are intensified by closely associating

ers together in considerable numbers, and for a considerable time; while they are lessened by associating them with ordinary and normal persons. When, therefore, it seems necessary, for purposes of instruction and training, to gather a number of such sufferers from different parts of the country, their association with each other should be kept at its maximum, and their association with ordinary persons carried to a minimum.

*2d.* It is more economical to educate blind children together, than apart, if we count only the first outlay and the cost during one generation.

*3d.* A blind boy or girl gains in knowledge, in character, and in self-reliance, by dwelling in close intimacy with other blind children and youth during a certain period of time; afterwards he gains less than he would by close association with ordinary persons, and under ordinary social influences.

As a general rule, the special advantages may be gained in a common school; after that the child or youth would do better by living at home, being instructed in a common school, and subjected to the ordinary social influences, than under the roof of a special institution.

Sometimes, however, the necessary instruction, especially in the sciences, cannot be had in the country. Besides, it too often happens that the home and social influences are positively bad.

*4th.* The advantages gained, after the first year, by the association of many blind persons in one family, are in spite of, rather than in consequence of, such association.

*5th.* The manifest advantages which may be gained in the instruction and education of ordinary children and youth by associating the sexes, and profiting by their happy influence on each other, cannot be had in the case of the blind, without violating the plain principle, that an establishment for educating the blind of any class should not furnish greater facilities and opportunities for intermarriage among the members of that class, than they would have had, if left to grow up in their respective neighborhoods.

*6th.* That upon the whole it is desirable to have a stricter separation of sexes in an educational institution for the blind than in one for ordinary children and youth; but that this cannot



not be had while they inhabit the same building without a severity of discipline that defeats its own purpose. There ought, therefore, to be at least two buildings, entirely separate from and out of ear-shot of each other.

*Seventh.* That to secure the greatest amount of good with the least amount of evil, there should be as many separate dwelling-houses as there are tens or dozens of pupils; and that these should be arranged and conducted like common dwelling-houses, save that they may be under central supervision, and supplied from a common commissariat.

### HISTORY OF THE PAST YEAR.

#### *Number of Inmates.—Probable Increase.*

The number of inmates reported at the close of the last financial year was one hundred and twenty-seven. During the year fifty-four have been admitted, and nineteen discharged, leaving the present number one hundred and sixty-two, which exceeds that of any previous year.

There is reason to suppose that it will be still further increased, and that more applicants will present themselves than can be accommodated in the present building.

Indeed, it can hardly well be otherwise. The advantages of the Institution are becoming known throughout New England. The facilities for travel are increasing. Parents are less reluctant than formerly to send their children far from home.

There are at least as many blind in New England as there are deaf-mutes, and they are equally in need of, and equally benefited by special instruction. But the long existence of the School for Mutes has made the feasibility of teaching them well known in every part of New England, so that more than two hundred and fifty are sent to the Connecticut Asylum, and to the School at Northampton. When the feasibility and advantage of educating the blind shall be equally well known, there will be as many applications for admission to this Institution. Present indications warrant the belief that within five years, at least two hundred and fifty blind children and youths will require the means of education at the hands of the State.

## REGIMEN, HEALTH, &amp;c.

ful observation shows that the blind, as a class, have less average constitutional vigor; that is, vital force.

In many cases it would seem that the original germinal force is insufficient to perfect the organization in all its parts; and the imperfection, reacting upon the system, impedes its development. The vital force, whether original or superadded, being minus, of course there will be not only less than the power of action, but less power of resisting destructive forces, and of retarding waste of tissues; and therefore it is expected that the blind should be more liable to disease and early decay, than the average of men.

In many cases this deficiency of vital force may be remedied by a proper course of life and by special training, so that the individual may even rise above the average standard of health and strength, because ordinary persons do not take such precautions, and never reach their attainable standard. It is harder to persuade the young that the degree of health and strength which they enjoy is below what they ought to enjoy.

These are not general speculations, nor merely *a priori* inferences, because statistical observations, running over a considerable time, and embracing a considerable number of cases prove

Some such observations were published in our report of 1859.

Considering the fact above mentioned, the general health of the inmates during the past year has been very good. There have been some cases of pretty severe disease, but none of death. The climatic influences are good.

The diet is plain, but abundant and nutritious, and it should be so. Either from constitutional causes, or sedentary habits resulting from their infirmity,—probably from the circulation, respiration and other functions less dependent upon the brain and nerves, are languid in most persons, while the cerebral functions are comparatively active. The blind, therefore, at least during the period of their education require a nutritious diet, with a preponderance of carbon- and heat-giving elements, and of phosphoric elements to counteract the great waste of the nervous system caused by mental exertion.

The whole diet should be what is called "full" and stimulating; the stimulus should come from good food well digested,

which introduces new force to supply that wasted, and never from alcoholic drink, malt liquors, tea, coffee and the like; for these act as a spur acts upon a tired horse, exciting extra action, surely followed by undue exhaustion, which calls for more spur.

The staple articles of diet are wheaten bread, butter, milk, fresh meat, and fresh fish.

Another important requirement is that of sufficient bodily exercise. The rules of the Institution require a good deal of this in the play-ground, or upon the streets; also during the recess at the end of every school hour, which should be devoted to an airing upon the piazzas. It is difficult, however, to exact enough of it, because of two things. First, there are many among the blind who, with considerable activity of mind, have a sort of molluscous lumpishness of body. Ordinary boys kept studying closely an hour, spring up at the signal for recess, like those funny puppets that pop out of boxes when the lid is loosed, and in a moment they are tumbling over each other, or standing on their heads in the play-ground; but many of the blind sit, and hang on to the thread of thought, and retain their teacher with questions about the lessons. Others stretch and yawn, or creep like a snail reluctantly *from* school. Second, the teachers themselves, and those who have the immediate direction of the pupils, are apt, like fond, indulgent mothers, to regard what children wish, rather than what they want.

Rules and regulations, deliberately formed for the real good of the pupils, are hard to be enforced by the reason against the pleading of the heart for indulgence.

#### THE MAIN OBJECT OF THE INSTITUTION

Is to train up the pupils in virtuous and industrious habits; to give them useful knowledge; to cultivate and strengthen their mental and bodily powers by regular and constant exercises, adapted to their peculiar condition; to make them hardy and self-reliant, so that they may go out into the world determined not to eat the bread of charity, but to earn a livelihood by any honest work; and to live and die anywhere rather than in an asylum or almshouse.

At the end of five or six years the most of them go to their respective homes, and find some way of being useful.

certain number have so much talent for music, and have, besides, the personal qualities necessary for success as professional musicians, that they are specially trained with a view of doing such. They have special instruction and remain as long as beyond the usual period as may be necessary. They belong to the special MUSICAL CLASS. Then there are a few others who belong to the general class who cannot find occupation in the country either because they have no relatives or friends there, no opportunity for household or ordinary work, or they lack the qualifications essential for success. Such graduates from the Institution, when they leave it as a place of residence, are employed in the workshop and receive wages, and provide for themselves. This gives the division of the establishment into SCHOOL or JUVENILE DEPARTMENT, MUSIC DEPARTMENT, and WORK DEPARTMENT.

It will be seen from this general account that the establishment is in no sense an asylum. That part of its title is a misnomer. It aims, not to segregate the blind into a class, but rather to prevent that consummation which has too often followed the kind but unwise efforts of those who would lighten, as far as they can, one of the heaviest burdens which men are called upon to bear.

The new-comers of proper age and condition are received into the household and remain members thereof as long as necessary. The usual period is five years.

It is, however, a cardinal principle that the relations which the pupils contract with the Institution shall not sever their relations with parents, relatives and neighborhood, and thereby destroy their claims for a home. Their friends must retain certain rights and responsibility; must keep them supplied with clothing; and must receive and care for them during vacations. Each day is divided between study in the school-room, with instruction; lessons and practice in vocal and instrumental music, to promote their general culture; and work at some mechanical occupation to give manual dexterity, and prepare them for a trade, if such is to be their calling.

#### THE SCHOOL, OR JUVENILE DEPARTMENT.

The children, and almost every blind inmate, spend several hours a day in a school-room arranged and furnished like ordinary common schools of the State.

The school is under charge of four young ladies who have won the confidence of the Trustees by many years of faithful service ; and the affection of the pupils, by patient and loving attention to their work.

They teach them to read embossed books ; to write with a pencil in common and legible letters ; to learn topographical geography by feeling outline maps ; and to cipher upon metal frames, with movable type in lieu of slate and pencil.

Globes, maps and all the various devises and apparatus devised to facilitate instruction by help of the touch, are amply provided.

The main reliance, however, is and must be upon oral instruction.

The course embraces all the branches taught in our best common schools ; and most of the pupils come to understand them pretty well ; better, probably, than ordinary scholars in school, because, from the necessity of the case, blind children give closer mental application. They more generally love study, and they are precocious thinkers. Some persons do not discover, until years after leaving school, that the lessons which they committed to memory, and the rules of grammar or logic which they recited glibly, really have a deep meaning ; but blind scholars generally go down to the root of the matter, and understand the meaning of whatever they learn.

#### THE DOMESTIC DEPARTMENT

is conducted upon the plan usually adopted in large boarding schools for the two sexes ; with a constant aim to make it as nearly like an ordinary family, and a comfortable house as may be.

From the necessity of the case, the approach cannot be so near as is desirable.

The long services of the matron, Miss Moulton, and of her assistants, make them valuable assistants in the general work ; and their uniform kindness causes them to be regarded by the pupils in the light of mothers and sisters.

#### THE MUSICAL DEPARTMENT

has been in satisfactory condition under the able management of Mr. Campbell, whose earnest, hopeful, and courageous spirit pervades every part of the establishment.

able assistant teachers of vocal and instrumental music, thorough instruction, the numerous and costly instruments held within the Institution, and the extraordinary facilities its location affords for hearing the best music, all these are not only a source of pleasure to the younger pupils, but to blind persons who seek to perfect themselves in that art, the study of which is most congenial to their taste, and the means of which is most likely to give them the means of livelihood.

Unusual circumstances call for more extended remarks upon this subject.

Experience of the past ten or twelve years shows several things which should be carefully considered in the future management of the Institution, and in the arrangements of the manual department, especially should new buildings be erected. The sharpened competition for livelihood by simple handicrafts, such as making mats, brooms and the like; the increase of signers, especially Germans, whose wives and children are in the evenings, and at odd hours, upon such trades, and the invention of machinery, superseding the hand, are still further narrowing the already small circle of occupations by which the blind could earn their bread. Further remarks will be made upon this matter in speaking of the work department; it is only to say here that this fact strengthens all the considerations in favor of enlarging the number of pupils who are admitted for special musical instruction and training, and of making that instruction more liberal and thorough.

In former years, although the results of the instruction in music upon the whole gratifying, they were unsatisfactory with respect to the number of graduates who turned their instruction to profit. It gave to all a certain degree of culture, and an abundant source of pleasure; but gave the means of livelihood only to a few only who had special musical talent, and the energy and address necessary to enable a blind teacher to compete with others. Within a few years, however, there has been a great change for the better. More of the graduates succeed in earning a livelihood by teaching music, by playing the organ, or by tuning pianos. In some cases their success is very grat-

Their success, so superior to that of former years, is owing to several circumstances, but mainly to two. First, Mr. Campbell,

being himself blind, and knowing by his own personal experience the real wants and capacities of the blind, has introduced a more laborious and thorough drill. The pupils are not allowed to relax effort by the thought that they may turn their infirmity to account, and may expect the public to tolerate any kind of music in a blind musician.

The novelty of the subject, the ignorance of the real capacity of the blind, and the ready sympathy in their favor, crowded the market with those who lacked talent and industry, and whose only stock in trade was their blindness. This is passing away. A blind musician is no longer a novelty. It begins to be understood that a blind man, who has fair musical ability, may attain excellence and get a livelihood if he works as hard as other men work; and he will be required to do so as a condition of his support.

The pupils are made to realize that their infirmity is a positive and very great disadvantage, which can indeed be overcome by severe and long-continued labor, but by nothing else.

Another reason why the recent graduates of the Institution have had greater success than the former ones in getting a living by music is, that they have had greater opportunity of hearing good music of good musicians, and have more fully profited by it.

The instruments within the Institution have indeed been more numerous and more valuable; the instruction has been more efficient, and the practice more thorough than in former years; but, besides this, the opportunity for attendance upon public performances of various kinds has been greatly increased, and the pupils have fully availed themselves of it. The blind have learned by experience what others learned before them: that the best instruction, the most perfect instruments, the most laborious and protracted practice, will not suffice for the attainment of excellence in the art; they must also hear habitually the music of the best musicians.

To hear a great variety of music, performed by masters of high excellence in their several parts, is not only exceedingly pleasant to the blind, but it is of positive and lasting advantage to those who are to make the practice of music their calling. It trains and improves the ear; refines the taste; strengthens the judgment, and lays the foundation for sound criticism.

True, it sometimes demolishes self-esteem, and awakens to a painful consciousness of inferiority many who had been flattered, or who had flattered themselves, into a belief that they were superior performers. But this is wholesome, if it inspires resolution for hard work.

The pupils of this Institution have had the full advantage of this kind of training, especially of late years.

Those who have been selected for receiving a thorough course of instruction in music, will have during the ensuing winter (judging by the experience of past years,) opportunities for selecting from the following

#### PROGRAMME OF PUBLIC MUSICAL PERFORMANCES.

Sixteen orchestral rehearsals of the Harvard Musical Association.

Ten of their grand classical concerts.

Thirty performances upon the great organ.

Four concerts of the Boston Musical Conservatory.

Four concerts of the New England Musical Conservatory.

Ten oratorios by Handel and Haydn Society.

Twenty chamber concerts by the Mendelssohn Quintette Club, and by individual artists.

This presents a great variety from which to choose; because by the generous liberality of the several societies, and of many artists, most of the above performances are free to our advanced and meritorious pupils; and a large discount from the usual price of admission is made at almost all public musical entertainments.

Indeed, most of the musical societies and artists of Boston contribute largely to the enterprise of educating the blind; not merely by facilities for admission to their rehearsals and concerts, but by ready and encouraging sympathy. Praise and thanks are due to all, but especially to the Harvard Musical Association, and to the Orchestral Union.

Besides the above constant and regular performances, Boston is favored frequently by visits of some opera troupe, and of eminent individual artists—stars of greater or less magnitude. The advanced pupils can attend most of their performances gratuitously, or at reduced prices; and they are not prevented



by cost from attending any that are really useful ; so there is hardly an eminent artist with whose style and manner they are not familiar.

Owing to the introduction of vocal music into common schools, and to other causes, Boston has become eminent among our cities by prevalence of musical taste and culture. It is the centre of a large circle of towns and villages, in which the same taste and culture prevail extensively. The lovers of music resort to the city to gratify their tastes, and attend public performances. This gives the double advantage of forming a social atmosphere favorable to the study of music, and of creating a market where persons of musical ability and accomplishment can find employment.

This population is disposed not only to be charitable to the blind, but to be just. Those therefore who bring really valuable services, will find a market for them. Many of our graduates find this to be so. But they are beginning to find, also, that the people like to do things directly, not by indirection, and to call them by their right names. With them, business is business ; and though they willingly pay, once or twice, much more for the lessons, or the music of a blind man, than they would pay another for the same thing, they will not do so persistently. They will pay money to help the blind, and set it down to the account of charity. But they will not pay for, and listen to poor music. And especially they will not engage a poor teacher for their children, when they can get a better one for the same or even more money.

Such are some of the advantages and facilities which our Institution presents to the blind for the acquirement of musical education, and afterwards for finding employment ; and they are growing every day.

They are set forth in a grateful, not a boastful spirit ; much less in a spirit of invidious comparison. But they exist. They are the fruits of seeds planted by private benevolence and legislative liberality. They ought to be gratefully acknowledged, and publicly known. Indeed, a report of the Institution which ignored them, would not be a full report. It has always been administered with a view, first and directly to educate and train for usefulness the young blind of New England ; second and indirectly, to promote in every way the cause of the education

of the blind everywhere. There are scattered through the country young blind persons of musical tastes and abilities, who are willing to work hard, and who are capable of becoming good and useful teachers, by having the necessary facilities and opportunities ; and if they do not find them at home, they should know where they can be found.

#### WORK DEPARTMENT.

A less encouraging report must be made of this part of the establishment, which is intended to furnish work and pay wages to such blind men and women as have finished their course of instruction, but have no means of working at home with any profit.

It was never intended to make this department so attractive as to induce any blind youth to remain and work in the city who could by any possibility gain a livelihood at home in the country. If it had been an object to increase rather than to keep down the number, it might have been carried up to one hundred with comparatively little cost.

It will be recollected that the workshop has been carried on for many years independently of the school. It has been of inestimable value to the blind, directly and indirectly. Directly by giving work and wages to thirty men and women, upon an average, and enabling them to live independently, and in their own way at their own homes : indirectly, by proving that if an arrangement can be made by which a blind workman can sell his mats, brooms, mattresses, and the like, and get the *retail* price, without paying profit to a middle man and a retailer, he may earn a decent livelihood, without wasting his time and sacrificing his self-respect, as he must almost certainly do who goes about and peddles his wares. No matter what their value may be, people consider that by purchasing them they are doing an act of charity, and indirectly giving alms ; while the peddler is encouraged in a sort of vagabondage, destructive of industrious habits, and in a sort of dependence upon favor which is destructive of self-respect. At the bottom it is alms-giving and alms-taking, and both parties feel it so and suffer its ill effects.

During the past ten years the workshop has paid to workmen and women, in cash, as their wages, upon an average, over \$4,500 a year ; and during the past year it paid them \$8,575.31.

It is becoming more and more difficult for blind workmen to support themselves by handicraft, owing to the inventions and improvements which supersede the use of the hand. Twenty years ago our workmen could earn fair wages at brush-making; now they can hardly earn their salt.

Five years ago they made and sold at good profit thousands and thousands of door mats; to-day a machine has been contrived which does in a few hours what a blind man could do in a week.

The men's workshop can still be carried on with great advantage to those who need the help it can give them, to help themselves.

#### THE LAUNDRY,

however, opened several years ago, as a part of the work department, proves too costly. It requires the employment of too many women who see. The Director advises the abandonment of custom work, and that some other employment be found for those women who will have to be discharged.

#### PRINTING FOR THE BLIND.

This important and interesting work has not been carried on as vigorously as is to be wished, owing to lack of funds. The press, however, has not been altogether idle.

An edition of Guyot's Geography has been printed, and it will be very useful not only to the blind of this, but of all other institutions in the United States. Such works are very much wanted. The Bible and several religious books have been printed here; and the books printed for the blind in England are mostly all catechisms, prayer-books, and the like.

School-books, therefore, are most needed now. One of the school-books issued from our press many years ago, but out of print, has been reprinted during the past year.

The most important work, however, is an edition of the Old Curiosity Shop, which is nearly through the press. All readers of the English language are indebted to Mr. Charles Dickens for this touching and instructive story; because in it, as in all his works, he strengthens the hearts and hopes of the lowly and unfortunate, by showing that virtue may blossom and bring forth the best fruits of human existence, under the most

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adverse circumstances. But the blind in particular will be indebted to his generosity for a special effort to lighten and cheer their darkness by putting it at their fingers' ends.

It is to be hoped that this example of Mr. Dickens may attract the attention of the rich and benevolent; and be the means of increasing to a respectable size the library of the blind.

#### APPLICATION TO THE LEGISLATURE FOR A SPECIAL APPROPRIATION FOR BUILDING, AND ITS RESULTS.

It has been repeatedly set forth in the annual reports of this institution that an attempt should be made to reorganize the establishment, and to bring it nearer to what may be called the cottage or family system, whenever a favorable opportunity should occur.

The chief obstacle to the realization of this plan has been that the buildings and grounds on which a great deal of money was invested, were adapted to what may be called the congregate or common system, and they could not be made to suit the family or cottage system.

The main building, which had been built for a hotel, was altered at considerable cost, to carry out the congregate system. All the new institutions for the blind in the country were built expressly for the same system. When, therefore, experience had shown its defects; and reflection had convinced many persons that a different one would better meet the peculiar wants of the blind, the existence of the buildings, the capital invested, and the routine established, proved as they do in similar cases, formidable barriers in the way of the adopting a better one, or even making material changes in the administration of the old one. The inherent defect and evils of the system were built into and perpetuated by the very structure. In consequence of this organic defect, it comes to pass that a large proportion of the cost of the administration, both in money and in brain power, is occasioned by efforts to prevent or to counteract inconveniences and evils growing out of the system itself.

The Institution has not been rich enough to make the desirable change, but so strong was the conviction of its necessity, and so firm the belief in its final attainment, that several

desirable enlargements and improvements were postponed, or only partially made. But the necessity of these improvements became so pressing, that the Trustees made application to the legislature for aid in 1867.

A special appropriation of fifteen thousand dollars was made, upon the condition, however, that at least an equal sum should be raised from other sources to finish the projected improvements.

This brought the whole matter under close and careful consideration. The plan proposed was to dispose of the men's workshop, which is now on a lot on Broadway, opposite the main building, and to build a new workshop, also a laundry for women, upon the main lot. These buildings were to face on H Street, and on Fourth Street, and to have their entrances there, and yet be accessible in the rear from the rear of the main building. This arrangement would bring all the departments of the Institution compactly together upon one lot, and yet leave them separate from each other, so far as the inmates are concerned. The workmen and workwomen could go to their respective homes without entering the juvenile department, or the yards of the school proper.

The peculiar configuration of the grounds favored this plan. There is a steep bank, in some places forty feet high, between the sidewalks of the adjoining streets and the top of the level on which the main building stands. This leaves nearly twenty thousand feet of land in steep banks, and therefore unavailable. By cutting perpendicularly down from the edge of this level to the level of the sidewalks sufficient space would be gained for a long and narrow workshop and a laundry, without taking up a foot of land now available. This was undoubtedly the best plan that could be adopted for putting the buildings and the grounds into a condition favorable for administering the Institution upon the present or congregate system.

Careful estimates of the costs, and definite proposals, showed that the buildings could be built for thirty-five thousand dollars. A survey was then made of the main building, with a view to ascertain how much would be required to put it in complete order, and keep it in order, during five years. It was found to be sound and substantial from foundation to roof-tree, but owing to the extent of the piazzas, the need of paint and other

adjuncts, at least fourteen thousand dollars more would be needed within the next five years. Add to this a suitable steam apparatus for warming and ventilating the whole building, which has long been needed for the comfort, health and even safety of the inmates, for which eleven thousand dollars would be a low estimate, making, in all, sixty thousand dollars. Of this sum the legislature would appropriate fifteen thousand dollars; as much more, at least, could have been obtained by the sale of the workshop lot and building; and the balance might have been raised by subscription.

It seemed, however, a formidable sum to expend upon improvements of the ground and buildings. It was felt, moreover, that although the improvements would contribute greatly to the comfort and the advantages of the inmates, and would promote the economical and efficient administration of the Institution upon the present system, yet they would not adapt the premises to the better system so long contemplated; nay, that they might retard, indefinitely, the period of its adoption.

Then there came the sudden and large demand for land in the neighborhood, which made it certain that the estate could be sold for a much larger sum than ever before.

These considerations brought up the question whether this was not a more favorable opportunity than would be likely again to occur for re-modelling the Institution, and introducing all the improvements which an experience of thirty years have shown to be desirable. This question was decided in the affirmative after a good deal of thought and discussion; and a resolution was passed by the Trustees not to draw the sum appropriated by the legislature, but go back to it with a full explanation of the wants of the Institution, and to make an appeal to it, and to the public, for all the aid that might be necessary to meet those wants fully.

The special reasons for this change, and the particulars of the plan, will be urged before the legislature, but a brief allusion to them may be made here.

#### RE-ORGANIZATION OF THE INSTITUTION.

After deciding upon the principles upon which an establishment shall be conducted, the next thing is to see how the necessary machinery shall be arranged for carrying out these principles.

The material machinery is mainly the building or buildings, for these are to the spirit of the establishment, almost what body is to soul. In selection of site and arrangement of buildings there are general considerations applicable to all establishments for persons laboring under a common infirmity, and there are special ones applicable particularly to the blind.

The general considerations are those of salubrity, accessibility, market, cost, and the like.

In most of these respects a healthy city suburb and the open country are about alike.

The special considerations are the comparative advantages given by different locations ; first, for training and educating the blind ; second, for finding market for what they can make, or for what they can do while pupils ; third, for finding permanent employment after they leave.

The first are rather of a moral character ; the others, material.

If the blind, or the mutes, or any class distinguished by a common infirmity or want, are to be gathered from their homes in various parts of the country and assembled for instruction and training, the place should be selected with a view to their condition and wants as a class. Neither the wishes and interests of individuals or of communities, nor even considerations of first cost should avail much ; for it will be found that in this as in other like enterprises, individual wishes are only of momentary weight ; and that the cheapest place is where the work can be best done. No company would be induced to locate a factory requiring water-power, far away from a stream, by a gift of money, nor by cheapness of land, nor by beauty of outlook, nor by the wishes of the community, nor by desire to have manufacturing establishments equally distributed over the State. They seek a site which combines most advantages for doing their special work. So should it be in the choice of location for institutions of public beneficence. Location and structure should be made with a view to the happiness and the advantages of the special class of unfortunates for whom it is erected. But alas ! these are often overlooked ; and the establishment is located to secure some gift, or to please some neighborhood ; and it is set upon a hill, and built rather with a view to architectural beauty and display, than to the comfort and convenience of the inmates. Something of the ostentatious

spirit, which abroad requires charity boys to be clad in blue coats and leathern breeches, often creeps out in the location and structure of institutions of public charity, to the detriment of the inmates.

Blindness is at best a sore calamity, and has its necessary evil consequences ; but that excessive sensibility, which marks the blind as a class, (especially in this country,) and which makes life painful to some, is not one of them. It comes not of their infirmity, but of their treatment.

The condition of dependence,—the rank among paupers, to which so many in Europe are born, reconciles most of the blind there to their social banishment ; and they sit in the seat of Bartimeus, and are more or less happy according to the amount of alms which they receive. Our political institutions develop the natural aspiration for individual independence, and the desire of social equality ; and the blind man partakes of these aspirations and desires ; nay ! they are even intensified in him. When, therefore, they do not have their legitimate qualification he feels the disappointment more keenly than others do, and realizes the full weight of his infirmity. Never adequately conceiving the pleasures of sight, he considers the lack of it rather a loss of material advantages than of spiritual enjoyment. But he does adequately conceive,—perhaps he overrates, the importance and the pleasure of social relationship upon terms of entire equality, and he constantly regrets his infirmity as a bar to that. It is not that his blindness makes him ill at ease and unhappy in society ; it is the thought that others consider him awkward and inferior. This is as natural as that men wear very complacently an ugly wen, or wart, covered up under the waistcoat, which would mortify them if growing upon the face.

This feeling, which is especially strong in blind girls, should always be regarded as much as is possible, in all the arrangements for their education. They would like that the house they live in should be like other houses ; and especially that it should be undistinguished by anything which makes it look like a house for the blind.

The main question with regard to location is, shall it be in the city, or in the country ?

The common idea is that public charitable institutions should



be in the country. There are many reasons why it is not so for an institution for the blind.

The constant aim in teaching and training them should be to counteract the tendency which their infirmity has to prevent the natural and harmonious development of character, and to give it a peculiar warp or twist. Without suppressing natural individualism, we should aim to prevent what may be called *blind peculiarities* in the individual; and to lessen the tendency of the whole to segregation into a separate class, distinguished by the common circumstance of blindness.

In a word, the aim should be to obliterate the distinction between them and ordinary persons; and to fuse them in undistinguishable union with ordinary society.

To this end they should have, while young, constant and familiar intercourse with ordinary persons, and constant and familiar relations with ordinary society, and as much as possible with various phases of social life. These of course can be had much more easily in a dense than in a sparse population.

Again; that sort of intellectual magnetism which pervades the atmosphere where a multitude of cultivated people congregate, and which gives a high zest to good city life, is felt and relished keenly by the blind. It supplies the lack of that outward stimulus to inward sensibility which sight gives to ordinary people.

But even in view of physical influences upon the bodily health of the blind, there is much to be said in favor of a city life.

Friends of this Institution sometimes express a wish that it might be removed to the country with a view to the enjoyment of its freedom and its pleasures, of its fresh air, and ample space for play-grounds and exercise.

It is to be remembered, however, that most of the beauty which constitutes the charm of the country is lost to the blind. The grass is not green; the skies are not blue; the rocks are not gray; the water is not silvery; the flowers and foliage are not of rainbow hues; nor does the hourly and monthly turning of the kaleidoscope bring continual novelty, and perpetual beauty to them, as it does to others.

As to fresh air, it is hard to find habitable places in Massachusetts where it is fresher than over the three peninsulas of

Boston, East Boston and South Boston ; and statistics prove that nowhere in the State is it more salubrious than in the latter.

Moreover, a location in a large but not over-crowded city has, in some respects, advantages over one in the country, even in regard to those facilities and inducements for exercise in the open air, which ought to exist in every educational establishment, especially in those for the blind, whose infirmity discourages locomotion.

An Institution with an acre inclosed for a play-ground, and an unlimited extent of good side-walks, presents, during the course of the year, more facilities and more inducements for the blind to walk about, than does one in the country, with ever so great an extent of land.

The blind man moves about freely and rapidly in familiar places, if he is sure that things about him are to-day just in the state in which he left them yesterday.

The side-walks of a well regulated city afford him landmarks that do not change with the days, nor with the seasons. He knows the curb-stones, and the lamp-posts, the gutters and the pavements, and all the landmarks, and feels the firm brick under his feet. He measures the distance from one street to another, and knows when he comes to a crossing by the different feeling in the air, as a cross street or a court opens on his right or on his left, even before he steps down from the side-walk. In all weathers, in all seasons, his foot-marks are unchanged, except when the new fallen snow obliterates them and confuses him, but this only for a few hours. If he is expert and hardy, he learns his way about, and can find places to which he has been guided two or three times. He seldom runs against people, for, unless he foolishly affects to walk like them, they recognize him instantly for a blind man, and dodge out of his way. The very monotony and regularity of the streets, so tedious to the eye, give comfort and safety for the foot.

It is not so on the country road. There the variety so charming to the eye, perplexes and bewilders the foot. It is full of inequalities of surface and of soil. Here is a ridge to be stepped over ; there a puddle to be stepped into. Here is grass, next gravel, next a rock. Here the path is straight and broad ; there it is narrow and crowded up to the wall by the curving of the wheel tracks.

It is the same with the ear-marks. A stone wall gives one kind of echo, a rail fence another; a barn, a house, a bank, reflect back different sounds, which the blind man's ear detects. So do the different kinds of substance he treads upon—now grass, now gravel, now hard earth, next soft soil. The resonance of all these becomes affected and varied at unequal distance by overhanging trees.

If all these various objects and conditions would only remain stationary and the same, he would soon become familiar with them all, and walk unhesitatingly; but they change from day to day and from season to season. To-day his foot feels the dry, firm soil; to-morrow flounders in a heap of dust; the next day sinks in mire. In the spring there is wet and mud; in summer, soft grass; in autumn, dry herbage and dust; while in winter, snow utterly changes or obliterates all the old foot-marks and ear-marks, and introduces new and strange ones. No sooner do these begin to grow familiar than they vanish and are replaced by others. Where the foot feels a hard-trodden snow-path to-day, it sinks into slosh to-morrow; and it dares not tread firmly anywhere, or at any time, lest it should slip upon the treacherous ice.

It is well that every blind man who can afford it, should have some one to lead him about; indeed, he must do so in strange and unfamiliar places; but every blind child and youth, whether he can afford to pay a leader or not, should be trained to go about alone, if only for the hardihood and self-reliance which it gives him.

The location of our Institution is, in all these respects, most felicitous. It presents great facilities and great inducements for out-of-door exercise, not merely in the play-grounds,—for all artificial play-grounds become monotonous and tasteless,—but also in the neighborhood. It is in a suburb not densely populated, but with broad, straight streets, crossing each other at right angles, all paved and finished. It is upon a broad avenue, with very wide side-walks, which run in a straight line nearly a mile each way. It is within easy walking distance of churches of all denominations, and of the Music Hall and other buildings in which operas, concerts and musical performances of various kinds are given frequently, morning, afternoon and evening during the season.

All pupils go regularly to their respective churches ; dozens and scores of them walk frequently to the centre of the city to attend the performances ; and as there are no steam rail tracks to cross, they go fearlessly back and forth.

This they have done for years, getting an occasional fall, or bump, or bruise ; just enough to give them both hardihood and caution ; but never a serious injury.

One such walk, upon a pleasant errand, is more wholesome than a half-dozen taken expressly for health.

Then there are horse-cars running by the front-door every five minutes, from six in the morning to midnight.

They who suppose that a location ten miles from the city, on the line of a steam road, would be practically as near the Music Hall, as one two miles by street cars, forget that steam cars are always so formidable to the blind that they never ought to venture near them without a guide, while they may, and do, jump on to, and off of horse-cars easily.

The list of concerts and other musical performances, given under the head of Musical Department, will show how important to our pupils is easy access to the centre of the city.

#### PLAN OF NEW BUILDINGS.

The Director has proposed the following outline of a plan for new buildings.

One large central building with two wings. In the main part a chapel, music hall, and rooms for rehearsal. In each wing twenty-five rooms for practising upon musical instruments. On one side of this central edifice, a building with school-rooms, recitation rooms and workshop for boys ; on the other side a similar one for girls.

If necessary, in order to lessen the building expenses, each of these buildings might have accommodations similar to those of an ordinary house, for one ordinary family, and a few pupils board with it.

Then, within the same lot, two, three or more cottages, arranged like ordinary dwelling-houses, each with a separate garden and yard. These cottage dwellings to front upon the street, and their yards in the rear to connect with the main yard or general play-ground. The number of these cottages to be according to the number of pupils. Each cottage to be

the dwelling and home of from six to twelve pupils, of different ages and capacities, who are to be taught in the central school and trained to work in the shops. Whether it will be better to have these houses furnished by the Institution, and let the pupils live in ordinary families, who will board the pupils; or to have the houses managed by persons hired for the purpose and supplied with the common commissariat, is doubtful. Much may be said in favor of each plan. Which will be best, upon the whole, can only be settled by experience. In either case, the pupils ought to be training schools for domestic work, the whole of which can be done by the pupils. Among the graduates of the Institution are many men who actually do the work about a small farm, with the assistance of a boy or two; and there are women who do almost all kinds of household work.

Few can become so expert as these, but all can do something, and all should be trained, and exercised and accustomed to do what they can. The facilities for such training should be provided in every Institution. They cannot be found in great establishments, where cooking is done by wholesale; where tea-kettles and tongs are never known; and where much of ordinary domestic service is carried on by clock-work and steam. Our pupils are not destined to pass their lives in any such public establishment, but in private houses with ordinary families; and the training during the impressible years of youth should be such as best to fit them for ordinary life.

Such an arrangement of buildings and grounds as is suggested above would favor the administration of an Institution upon a system which may be considered as a compromise between two extremes. Some advocate an establishment which looks upon the teaching blind children in a special school, and leaves them in other respects subject to common social influences. Those who advocate this have parents live near by, to board at home. Those from a distance are to have a certain sum allowed to pay their board in ordinary families. The whole responsibility for their religious, moral, and social education, to be thrown upon their parents and friends.

This is one extreme; and though it may seem reasonable and impractical to most people, it does not seem so to those who have hardihood themselves, and who know practically what many of the blind can do, when obliged to put forth their energies.

the other extreme is that presented by the public institutions for the blind in the United States. Young blind persons are gathered from all parts of the State; they are cut off from family and home influences; they are segregated from general society, and formed into a class apart. They live a monastic sort of life in one great building; eat at a common table, sleep in common dormitories, and have very little association except with each other, during six or seven years of the most impressionable period of their lives.

They derive, upon the whole, great advantages; but it is rather in spite of, than by reason of, these unfavorable features of the system; the most objectionable of which evidently grow out of the fact that all live in one building.

#### FINANCIAL.

All moneys received on account of the Institution, from whatever quarter, are paid into the treasury. All moneys paid out, for whatever purposes, are paid by the director. His bills are audited monthly by a committee of trustees. They make drafts upon the treasurer, who pays out no money except upon their order.

The Trustees take this opportunity of expressing their thanks to Messrs. George S. Hale and Thomas T. Bouvé, who have acted for several years as auditors of accounts; and to Mr. Wm. Claflin, who has long served as treasurer.

The Treasurer's account for the year, duly audited, is herewith presented. The total receipts are \$45,155.81, (forty-five thousand one hundred fifty-five and  $\frac{81}{100}$  dollars.) The total expenditures were \$46,082.30, (forty-six thousand eighty-two and  $\frac{30}{100}$  dollars.)

The Steward's account gives an analysis of the expenses; and shows that the indebtedness to the treasurer, and to all other parties, is less than the sum due from other States for the education of their beneficiaries, so that the expenses and the receipts are about equal. The other States pay three hundred dollars for each beneficiary. As this sum covers actual costs, an increase of their numbers will not increase the actual expenses. It is not so, however, with the beneficiaries of Massachusetts; on the terms of the grant, the Institution is to receive and support gratuitously all beneficiaries of suitable age and character

who may be recommended by the governor. An increase of the beneficiaries of Massachusetts will increase the expenses without increasing the income. If the number of beneficiaries should increase considerably, the Trustees will be obliged for an additional appropriation.

It is to be hoped, however, that a knowledge of the condition and wants of the Institution will obtain for it a share of those charitable gifts and bequests which are so common in the community. The condition of the blind is so pitiable that it readily excites sympathy; they are, in the providence of God, so dependent upon their more fortunate fellows; the opportunity of helping them to help themselves is so tempting, that the harvest of good which a little seed sown in love is so sure to produce, that there is no other explanation of the fact that the Institution does not receive its share of private donations and bequests, save the prevalence of the mistaken idea that the blind are richly endowed, and does not need private aid.

The inventories of real and personal estate are herewith presented. The total amount of the first is \$155,000, of the second \$35,000, making a grand total of \$190,000. The property is clear of debt.

The Trustees close by commending this establishment to the consideration of the legislature, and to the favor of Him whose will is ever sure, in the end, to crown honest efforts earnestly made by any of His children in behalf of their less favored fellow-men.

SAM'L G. HOWE, *Secretary*

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The undersigned, a Committee appointed to examine the accounts of the Perkins Institution and Massachusetts Asylum for the Blind, for 1867-8, have attended to that duty, and hereby certify that the accounts properly vouched and correctly cast, and that there is a balance due to the Treasurer, from the Institution, of nine hundred and six dollars forty-nine cents.

The Treasurer also exhibited to us evidence of title deeds to the property belonging to the Institution:—

No. 1,	Deed of land in South Boston,	dated April, 1844,	. . .
3,	" " "	dated August, 1848,	. . .
2,	" " "	dated February, 1847,	. . .
4,	" " "	dated January, 1850,	. . .
5,	" " "	dated July, 1850,	. . .
8,	" " "	dated Apr., 1855, \$2,811.50;	. . .
		mortgage canc'd, \$1,500,	. . .
6,	" " "	dated April, 1855,	. . .
7,	" " "	dated August, 1855,	. . .
Five bonds, (\$1,000 each,) of the New York Central Railroad,			
valued at . . . . .			

F. W. BIRD,  
CHAS. JAS. SPRAGUE,  
*Auditing Com.*

BOSTON, Oct. 6, 1868.

## DETAILED STATEMENT OF TREASURER'S CASH ACCOUNT.

867-8. Dr.  
 drafts of the Auditors of accounts, Nos. 245 to 254 inclusive, \$46,082 30

867. Cr.		
1. By balance cash, . . . . .	\$2,741 11	
9. State of Massachusetts, . . . . .	5,000 00	
10. amount from E. Jarvis, director <i>pro tem.</i> , as per following:—		
cash from Henry McArdle, for board and tuition, in advance three months from Oct. 1, . . . . .	\$75 00	
cash for 20 Braille system writing boards, cash for books in raised print and writing boards, . . . . .	28 00 28 22	
		131 22
6. By cash coll. coupons N. Y. C. R. R. bonds, . . . . .	142 50	
868. 21. By cash State of Massachusetts, . . . . .	5,000 00	
2. amount from Dr. Howe, as per following:		
cash from Levi Marsh, on account of Laura Bridgman, . . . . .	\$50 00	
cash donation, . . . . .	1 00	
cash from C. Rider on account of board and tuition of son, . . . . .	75 00	
cash from J. C. Harris, on account of board and tuition of son, . . . . .	125 00	
cash from Alex. H. Robinson, on account of board and tuition of daughter, . . . . .	75 00	
cash from Dr. Murray, on account of board and tuition of son, . . . . .	100 00	
cash from Mr. Preston, on account of board and tuition of son, . . . . .	50 00	
cash from Rev. T. R. Tane, on account of board and tuition of niece, . . . . .	150 00	
cash from Mrs. Spencer, on account of board and tuition of son, . . . . .	120 53	
cash from Wm. T. Allen, on account of board and tuition of son, . . . . .	100 00	
Amounts carried forward, . . . . .	\$846 53	\$13,014 83

		<i>Amounts brought forward,</i>	\$846 53	\$1
Mar.	2.	By cash from B. O. Frazier on account of board and tuition of son,	196	70
		cash from Levi Marsh, on account of Laura Bridgman,	80	00
		cash from board of laundry girl,	80	00
		cash from sale of books in raised print,	125	80
		cash from sale of broom corn,	19	06
		cash from sale of brooms of boys' shop,	80	50
		cash from sale of old boiler,	16	00
		cash from C. Rider, on account of board and tuition of son,	75	00
Apr.	4.	By cash State of Maine,		
	6.	cash State of Massachusetts,		
	14.	cash State of Connecticut,		
	25.	cash State of Rhode Island,		
May	1.	cash coupons N. Y. C. R. R. bonds,		
	30.	amount from Dr. Howe, as per following:		
		cash from Mrs. Spencer, on account of board and tuition of son,	\$100	00
		cash from Mr. Sadd, on account of board and tuition of Arthur Skinner,	25	00
		cash from Wm. Allen, on account of board and tuition of son,	100	00
		cash proceeds of concert at Cambridge,	50	00
		cash from sale of brooms of boys' shop,	11	75
		cash from Otis Patten, bill of books,	66	25
		cash from sale of books in raised print,	172	05
		cash from board of laundry girls,	82	50
		cash from sale of brooms of boys' shop,	54	00
		cash from Rev. T. R. Tane, on account of board of Bertha Kerston during vacation,	40	00
		cash from sale of old iron,	14	20
July	3.	By cash State of Massachusetts,		
Sept.	30.	amount from Dr. Howe, as per following:		
		cash from A. H. Robinson, on account of board and tuition of daughter,	\$75	00
		cash from Charles Dickens, donation for printing the "Old Curiosity Shop" in raised print,	1,700	00
		cash from Wm. T. Allen, balance due on account of board and tuition of son,	8	71
		<i>Amounts carried forward,</i>	\$1,783	71

*Amounts brought forward,* . . . \$1,783 71 \$34,993 64

30. By cash from John Wooldredge, on account of board and tuition of son, . . .	250 00	
cash from Thomas Frazier, on account of board and tuition of son, . . .	250 00	
cash from Levi Marsh, on account of Laura Bridgman, . . .	50 00	
cash from John Lewis, on account of bill of broom corn, . . .	50 00	
cash from sale of soap grease, . . .	17 15	
cash from B. O. Frazier, on account of board and tuition of son, . . .	65 00	
cash from Clement Ryder, on account of board and tuition of son, . . .	75 00	
cash from J. C. Harris, on account of board and tuition of son, . . .	175 00	
cash from Rev. T. R. Tane, on account of board and tuition of neice, . . .	150 00	
cash from R. G. Moorman, on account of board and tuition of daughter, . . .	166 96	
cash from sale of books in raised print, . . .	164 35	
		3,197 17
3. By amount from Dr. Howe, as per following:		
from use of horse and wagon, and board of teamster of workshop, . . .	\$623 00	
from board, . . .	92 00	
		715 00
5. By cash State of Massachusetts, . . .	6,250 00	
balance to new account, . . .	926 49	
		\$46,082 30

## ANALYSIS OF TREASURER'S ACCOUNT.

The Treasurer's Report shows that the total receipts during the year were, . . . . . \$45,  
Deducting cash on hand at the beginning of the year, . . . . . 2,

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\$42

*Ordinary Receipts.*

From State of Massachusetts, . . . . . \$28,750 00  
beneficiaries of other States and private pupils, 9,913 87  

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\$38

*Extraordinary Receipts.*

From donations, . . . . . \$1,701 00  
coupons New York Central Railroad bonds, . 285 00  
proceeds of concert at Cambridge, . . 50 00  
board of laundry girls, . . . . . 244 50  
use of horse and wagon, and board of teamster  
of workshop, . . . . . 623 00  
sale of brooms of boys' shop, . . . . . 146 25  
sale of broom corn, . . . . . 69 06  
sale of old boiler, . . . . . 16 00  
sale of old iron, . . . . . 14 20  
sale of soap grease, . . . . . 17 15  
sale of books in raised print, and writing boards, 584 67  

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3  

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\$42

## GENERAL ANALYSIS OF STEWARD'S ACCOUNT, OCT. 1, 1868

Dr.

Sundry liabilities due Oct. 1, 1867, . . . . . \$2  
Ordinary expenses, as per schedule annexed, and  
extraordinary expenses, as per schedule of extra-  
ordinary repairs, &c., . . . . . 43,  
Total receipts on drafts from Treasurer, . . . \$46,082 30  
amount due Steward, Oct. 1, 1868, . . . 18 06  

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\$46,100 36 \$46,

AL ABSTRACT OF THE ACCOUNTS OF THE WORK DEPARTMENTS,  
OCT. 1, 1868.

*Workshop and Laundry.*

*Lities.*

stitution for original loans, . . . .	\$16,378 42
for interest on original loans, . . . .	982 71
for additional loan of Sept. 30, 1868, . . . .	3,000 00
ndry individuals, . . . . .	2,711 14
	<hr/> \$23,072 27

*ts.*

n hand, Oct. 1, 1868, . . . . .	\$6,291 78
n hand, Oct. 1, 1868, . . . . .	2,069 68
ue, . . . . .	2,921 45
	<hr/> 11,282 91

e against the work departments, Oct. 1, 1868, . . . .	\$11,789 36
e against the work departments, Oct. 1, 1867, . . . .	10,845 92
	<hr/>
total cost of carrying on work departments, . . . .	\$1,443 44

*Analysis of the Work Departments.*

	DR.	CR.
n hand, Oct. 1, 1867, . . . . .		\$1,989 92
ceived during the year, . . . . .		31,400 79
ies, Oct. 1, 1867, . . . . .	\$2,895 33	
s and wages paid blind persons, . . . . .	\$8,276 96	
s and wages paid seeing persons, . . . . .	6,448 39	
	<hr/> 14,725 35	
es for stock, &c., . . . . .	13,700 35	
n hand, Oct. 1, 1868, . . . . .	2,069 68	
	<hr/>	<hr/>
	\$33,390 71	\$33,390 71

at paid blind persons for the year ending Sept. 30, 1867, . .	\$8,450 38
“ “ “ “ Sept. 30, 1868, . .	8,276 96

*General Analysis of Expenditures for the year ending  
September 30, 1868, as per Steward's Account.*

ARTICLES.	PRICE.
Meats, 12,805½ pounds, . . . . .	\$1,907 15
Fish, 3,048½ pounds, . . . . .	286 56
Butter, 2,822½ pounds, . . . . .	1,325 33
Milk, 13,294½ quarts, . . . . .	1,040 85
Rice, sago, &c., 648 pounds, . . . . .	77 67
Sugar, 3,516 pounds, . . . . .	646 61
Tea and coffee, 697 pounds, . . . . .	253 14
Bread, flour, meal, &c., . . . . .	2,395 85
Fruit, . . . . .	203 52
Potatoes and other vegetables, . . . . .	473 14
Sundry groceries, . . . . .	506 19
Sundry articles of consumption, . . . . .	188 32
Household furniture and bedding, . . . . .	3,148 00
Gas and oil, . . . . .	480 07
Coal and wood, . . . . .	217 31
Washing, . . . . .	2,679 80
Clothing and mending, . . . . .	46 44
Salaries and wages of blind people, . . . . .	2,151 64
Salaries and wages of seeing people, . . . . .	9,388 20
Outside aid, . . . . .	558 15
Insurance, . . . . .	100 00
Taxes, . . . . .	15 50
Rent of office in town, . . . . .	188 00
Expenses of stable, . . . . .	1,448 48
Expenses of boys' shop, . . . . .	728 51
Expenses of printing office, . . . . .	958 70
Books, stationery, &c., . . . . .	690 54
Musical instruments, . . . . .	898 58
Medicines and medical attendance, . . . . .	105 55
Board of blind pupils, . . . . .	131 85
Sundries, . . . . .	498 19
Ordinary construction and repairs, . . . . .	3,088 10
Extraordinary construction and repairs, . . . . .	\$1,241 81
Extraordinary travelling expenses of pupils, . . . . .	399 86
Advertising concerts and tickets, . . . . .	255 19
Photograph of band, . . . . .	77 00
Painting banner, . . . . .	13 12
Constructing sewer, . . . . .	455 59
Fire Extinguisher, . . . . .	54 50
Board of employees during vacation, . . . . .	54 00
Goods from Paris exposition, . . . . .	43 58
Tower clock and small clock, . . . . .	853 34
Circulars and expenses of distribution, . . . . .	349 98
Covered sleigh for laundry, . . . . .	50 00
Loan to work departments, . . . . .	3,000 00
Bills to be refunded, . . . . .	127 37
Liabilities of October 1st, 1867, . . . . .	

*Embossed Books, printed at the Perkins Institution and  
Massachusetts Asylum for the Blind.*

	No. of Volumes.	Price per bound Vol. of those for sale.	Price unbound, in pasteboard boxes.
Universal History, . . . . .	3	\$5 00	\$1 50
Geography, . . . . .	1	4 00	1 00
Atlas of the Islands, . . . . .	1	4 00	—
Reader, first part, . . . . .	1	—	—
Reader, second part, . . . . .	1	4 00	1 50
Grey Boys, . . . . .	1	—	—
Crimes Progress, . . . . .	1	5 00	1 50
Call, . . . . .	1	4 00	1 50
Grammar, . . . . .	1	—	—
Melancthon, . . . . .	1	3 00	50
Constitution of the United States, . . . . .	1	—	—
Diagrams, . . . . .	—	—	—
Algebra, . . . . .	1	—	—
Geometry, with diagrams, . . . . .	1	4 00	—
Class-Book, . . . . .	1	—	—
Table of Logarithms, . . . . .	1	3 00	1 00
Table of Logarithms, . . . . .	1	4 00	—
Elements of Arithmetic, . . . . .	1	—	—
Medical Dictionary, . . . . .	1	3 00	—
History of Natural History, . . . . .	1	5 00	—
Elements of Natural Philosophy, . . . . .	1	5 00	—
Algebra, . . . . .	8	5 00	2 00
Common Prayer, . . . . .	1	5 00	2 00
Devotion, . . . . .	1	—	—
Testament, (small,) . . . . .	4	4 00	—
Testament, (large,) . . . . .	2	—	—
Testament, . . . . .	6	—	—
Psalms, . . . . .	1	4 50	1 00
Proverbs, . . . . .	1	4 00	1 00
Verse, . . . . .	1	—	—
and Hymns, . . . . .	1	5 00	—
Samson's Daughter, . . . . .	1	—	—
Primer-Book, . . . . .	1	—	—
Penny Glass of Wine, . . . . .	1	—	—
Blind Child's Manual, . . . . .	1	—	—
Blind Child's First Book, . . . . .	1	2 50	—
Blind Child's Second Book, . . . . .	1	3 00	—
Blind Child's Third Book, . . . . .	1	3 00	—
Blind Child's Fourth Book, . . . . .	1	3 00	—
Book of Hymns for the Blind, . . . . .	1	5 00	—
Poetical Works, . . . . .	2	—	—
Essay, . . . . .	1	5 00	—
Constitution of Man, . . . . .	—	8 00	2 50
Theology, . . . . .	—	8 00	2 50
Cards, . . . . .	—	50	50

globes and other apparatus prepared for institutions at actual cost.  
A mural map of any State can be made in plaster for about ten dol-



## LIST OF PUPILS.

## MASSACHUSETTS.

Alden, Lizzie  
 Batchelder, Belle  
 Billings, Clara  
 Brown, Lulu M.  
 Bubier, Jennie W.  
 Butler, Mary  
 Cairnes, Lizzie  
 Caldwell, Mary  
 Carter, Sarah  
 Connoley, Catherine  
 Day, Delia O.  
 Doherty, Cassy  
 Downing, Katy  
 Garside, Lilla  
 Good, Ellen  
 Healey, Julia  
 Jennison, Bella M.  
 Jennison, H. E.  
 Luke, Lizzie  
 McClaren, Mary J.  
 Miles, Rosa  
 O'Hare, Mary A.  
 Powers, Margaret  
 Robbins, M. C.  
 Tower, Minnie  
 Watson, Mary  
 Wrinn, Mary

Barnett, Richard  
 Briggs, Herbert  
 Carlisle, John  
 Carrol, Thomas  
 Carter, Charles  
 Crafts, George  
 Donnelley, Peter  
 Gorman, Patrick  
 Griffin, Daniel  
 Harrington, John  
 Hart, George  
 Heath, Frederick  
 Howarth, William E.  
 Kiley, Thomas  
 Lincoln, George  
 Locke, Samuel  
 Longley, Louis  
 Marble, John N.  
 McArdle, Henry  
 McDougal, William  
 McDougal, William G.  
 Murphy, James  
 Murphy, William  
 Parker, Benjamin F.  
 Patterson, John H.  
 Ramsdell, Herschel  
 Rider, Clement  
 Thompson, Geo. Wm.  
 Wallace, William  
 Wooldredge, John

## MAINE.

Ball, Flora E.  
 Batchelder, J. Alice  
 Davis, Louisa  
 Healey, Abby  
 Morrison, Jennie  
 Robinson, Mittie  
 Shorey, Lydia  
 Spencer, Henrietta

Crowley, Joseph  
 Fish, Henry  
 Gowen, Frank  
 Greenleaf, Eugene  
 Libbey, Charles  
 Murray, Arthur  
 Quimby, William  
 Shaw, Charles  
 Stover, Luther

## NEW HAMPSHIRE.

Blake, Martha  
 Bridgman, Laura  
 Davis, Jennie  
 Knight, Mary C.  
 McCain, Emma J.  
 McCain, Monisa  
 Smith, Martha  
 Warren, Julia

Cook, David  
 Russell, Herbert W.  
 Sagar, William J.

## VERMONT.

Allen, Lucretia  
 Cox, Olive  
 Kesar, Katy  
 Newell, Jennie  
 Poor, Betsey A.

Baker, Hubert  
 Gorman, Harry B.  
 Hall, Henry A.  
 Kilbourn, Frank  
 Root, Philip M.  
 Scott, Charles E.

## CONNECTICUT.

Black, Freda

Barney, Charles  
 Clark, Nathan  
 Jewett, Frank  
 Penney, Urban  
 Reid, William A.  
 Skinner, Arthur  
 Smith, J. W.  
 Young, William

## RHODE ISLAND.

Brownell, Ella  
 Coughlin, Matilda  
 Kimball, Fanny  
 Trafton, Idella

Fairman, De Volney  
 McElroy, Hugh  
 Pengally, John  
 Preston, Charles  
 Vars, John

## NEW YORK.

Harris, George

## KENTUCKY.

Moorman, Fannie C.

## CALIFORNIA.

Spencer, C. Freddie

## INDIANA.

Newland, Robert A.

## CANADA.

Kerston, Bertha

Fraser, Septimus

## NOVA SCOTIA.

Fraser, C. F.

## TEACHERS.

Prof. F. J. CAMPBELL.

THOMAS REEVES.

## DOMESTICS.

Katy Flemming.

Direxia Hawkes.

Sarah Nugent.

## EMPLOYEES OF WORKSHOP AND LAUNDRY.

Barry, Mary  
 Blaisdell, Lydia  
 Bradley, Hannah  
 Burns, Delia  
 Chick, Mary  
 Fitzgibbon, Mary  
 Hallard, Sarah  
 Hayes, Mary  
 Kane, Maggie  
 McCormick, Mary  
 Mehan, Mary  
 Salter, Mary  
 Shea, Maggie  
 Sherman, Phebe  
 Teague, Margaret  
 Weston, Mary  
 Wheeler, Sarah

Blaisdell, Joseph  
 Denney, William  
 George, John  
 Hallard, John  
 Hodgkins, George  
 Holden, Horace  
 Lewis, John  
 McInnary, Lawrence  
 Montgomery, James  
 Morrill, Pliny  
 Murphy, William  
 O'Connor, Charles  
 Patten, Isaac  
 Pippin, George  
 Pringle, John  
 Smalley, Lyman  
 Smith, Robert  
 Smith, Wm. Weston  
 Snow, Samuel

## TERMS OF ADMISSION.

ing blind persons, of good moral character, can be admitted to the by paying \$300 per annum. This sum covers all expenses, except for; namely, board, washing, medicines, the use of books, musical ments, &c. The pupils must furnish their own clothing, and pay their fares to and from the Institution. The friends of the pupils can visit whenever they choose.

igent blind persons, of suitable age and character, belonging to Massa- ts, can be admitted gratuitously, by application to the governor for a nt.

e following is a good form, though any other will do :

*His Excellency the Governor :*

RE,—My son, (or daughter, or nephew, or niece, as the case may be,) d A. B., and aged , cannot be instructed in the common schools for of sight. I am unable to pay for the tuition at the Perkins Institution Massachusetts Asylum for the Blind, and I request that your Excellency rant a warrant for free admission.

“Very respectfully, \_\_\_\_\_.”

e application may be made by any relation or friend, if the parents are or absent.

ould be accompanied by a certificate from one or more of the select- of the town, or aldermen of the city, in this form :

hereby certify that, in my opinion, Mr. \_\_\_\_\_ is not a wealthy n, and that he cannot afford to pay \$300 per annum for his child's ction.  
(Signed,) \_\_\_\_\_.”

ere should also be a certificate, signed by some regular physician, in orm :

certify that, in my opinion, \_\_\_\_\_ has not sufficient vision to ight in common schools ; and that he is free from epilepsy, and from any gious disease.  
(Signed,) \_\_\_\_\_.”

se papers should be done up together, and directed to “The Secretary Commonwealth, State House, Boston, Mass.”

obligation will be required from some responsible persons, that the pupil be removed without expense to the Institution, whenever it may be ble to discharge him.

The usual period of tuition is from five to seven years.

Indigent blind persons residing in Maine, New Hampshire, Vermont, Connecticut and Rhode Island, by applying as above to the "Commissioners of the Blind, care of the Secretary of State," in the respective States, will receive warrants of free admission.

For further particulars address Dr. S. G. Howe, Director of the Institution for the Blind, Boston, Mass.

The relatives or friends of the blind who may be sent to the Institution are requested to furnish information in answer to the following questions:

1. What is the name and age of the applicant ?
2. Where born ?
3. Was he born blind ? If not, at what age was the sight impaired ?
4. Is the blindness total or partial ?
5. What is the supposed cause of the blindness ?
6. Has he ever been subject to fits ?
7. Is he now in good health and free from eruptions and other diseases of the skin ?
8. Has he ever been to school ? If yes, where ?
9. What is the general moral character of the applicant ?
10. Is he gentle and docile in temper, or the contrary ?
11. Has he any peculiarity of temper and disposition ?
12. Of what country was father of the applicant a native ?
13. What was the general bodily condition and health of the applicant when he was vigorous and healthy, or the contrary ?
14. Was the father of the applicant ever subject to fits or scrofula ?
15. Were all his senses perfect ?
16. Was he always a temperate man ?
17. About how old was he when the applicant was born ?
18. Was there any known peculiarity in the family of the father of the applicant ; that is, were any of the grandparents, parents, uncles, brothers, sisters or cousins blind, deaf or insane, or afflicted with any disease of body or mind ?
19. If dead, at what age did he die, and of what disorder ?
20. Where was the mother of the applicant born ?
21. What was the general bodily condition of the mother of the applicant when she was strong and healthy, or the contrary ?
22. Was she ever subject to scrofula or to fits ?
23. Were all her senses perfect ?
24. Was she always a temperate woman ?
25. About how old was she when the applicant was born ?
26. How many children had she before the applicant was born ?
27. Was she related by blood to her husband ? if so, in what degree ? 1st or 2d or 3d cousins ?
28. If dead, at what age did she die, and of what disorder ?
29. Was there any known peculiarity in her family ; that is, were any of her grandparents, parents, uncles, aunts, sisters, brothers, children

er blind, or deaf or insane, or afflicted with any infirmity of body or  
nd ?

30. What are the pecuniary means of the parents or immediate relatives of  
applicant ?

31. How much can they afford to pay towards the support and education  
the applicant ?

## OFFICERS OF THE CORPORATION

1868-9.

## PRESIDENT.

SAMUEL MAY.

## VICE-PRESIDENT.

JOSEPH LYMAN.

## TREASURER.

WILLIAM CLAFLIN.

## SECRETARY.

SAMUEL G. HOWE.

## TRUSTEES.

ROBERT E. APTHORP.  
 FRANCIS BROOKS.  
 THOMAS T. BOUVÉ.  
 SAMUEL ELIOT.  
 GEORGE S. HALE.  
 JOSEPH LYMAN.

AUGUSTUS LOWELL.  
 G. R. MUDGE.  
 JOSIAH QUINCY.  
 BENJAMIN S. ROTCH.  
 JAMES STURGIS.

## VISITING COMMITTEE.

For OCTOBER, . . . .	Messrs. APTHORP AND BOUVÉ
NOVEMBER, . . . .	BOUVÉ AND BROOKS
DECEMBER, . . . .	BROOKS AND ELIOT
JANUARY, . . . .	ELIOT AND HALE
FEBRUARY, . . . .	HALE AND LOWELL
MARCH, . . . .	LOWELL AND LYMAN
APRIL, . . . .	LYMAN AND MUDGE
MAY, . . . .	MUDGE AND QUINCY
JUNE, . . . .	QUINCY AND ROTCH
JULY, . . . .	ROTCH AND STURGIS
AUGUST, . . . .	STURGIS AND APTHORP
SEPTEMBER, . . . .	— — — — —

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TWENTY-FIRST ANNUAL REPORT

OF

THE TRUSTEES

OF THE

MASSACHUSETTS SCHOOL

FOR

Idiotic and Feeble-Minded Youth.

\_\_\_\_\_  
OCTOBER, 1868.  
\_\_\_\_\_

BOSTON:  
WRIGHT & POTTER, STATE PRINTERS,  
79 MILK STREET, (CORNER OF FEDERAL.)  
1869.





# Commonwealth of Massachusetts.

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## TRUSTEES' REPORT.

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BOSTON, September 30, 1868.

*the Corporation and the Legislature.*

GENTLEMEN :—The undersigned, Trustees, present the following Report for the year which closes this day.

As the persons who make up your respective bodies are changed continually, it is well to give, from time to time, in our annual Report, an outline of the history and a general statement of the objects of the institution.

After our community had been awakened to the sad condition of those who, becoming insane, became thereby utterly helpless and dependent, and after the legislature had made what seemed ample provision for the cure of the curable, and care of the incurable, it was found that a large class had been entirely neglected, to wit, those who were born to this sad condition, because they lacked self-guiding power, and the ability of attaining it.

The person whose mental machinery had become so damaged that he could not direct his thoughts and actions rightly, might nevertheless direct them wrongly. He was still an active being, and might be "dangerous to be at large." The duty of the public, therefore, required that he should be committed for

safe keeping to an asylum. But the person who ne mental light enough for self-direction, or mental power to be dangerous, was left to his life-long childhood, bec public duty to him was not yet recognized. But the p never consciously and purposely wrong, or cruel. Th men examined and discussed the matter several years, cluded, first, that the number of idiots in the commu large; second, that most of them grew from bad to v they grew out of childhood; third, that, *considering th ing point*, they may be as much elevated and improved human beings; and that a civilized and cultivated ma not more from a savage, than a trained and educat differs from a neglected and untrained one. When th asked the attention of our legislature to the subject the diately passed an Act, dated April 11, 1846, for the app of commissioners to "inquire into the condition of the this Commonwealth, to ascertain their number, and anything can be done in their behalf."

These commissioners studied the subject, collected s facts, and made *personal examination* into the conditio hundred and seventy persons reported as idiotic. Th an elaborate report, which closed as follows: "The to be derived from the establishment of a school for t of persons, upon humane and scientific principles, w very great. Not only would all the idiots, who sh received into it, be improved in their bodily and menta tion, but all the others in the State and the country v indirectly benefited. The school, if conducted by pe skill and ability, would be a model for others. information would be disseminated throughout the cou would be demonstrated that no idiots need be con restrained by force; that the young can be trained to order and self-respect; that they can be redeemed from and filthy habits; and that there is not one of any may not be made more of a man and less of a b patience and kindness directed by energy and skill."

"It is not our duty to enter into any details of th such a school or schools; that must be left to able We close this part of our report, therefore, by most c

recommending that immediate measures be taken for the erection of such a school."

The result was the establishment of this institution; at first an experimental school under the direction of the Trustees of the Institution for the Blind; afterwards, under a Board of Trustees, part of whom were appointed by the governor and Council, part by the corporation.

The corporation consists of the original petitioners for the incorporation; of all persons who have subscribed to the stock; and of all who have acted as Trustees, or who have been elected as members by the body itself. The legislature granted at first two thousand five hundred dollars a year for the maintenance of the school; which sum has been increased from time to time until it reached fifteen thousand dollars a year. It also granted a special grant of twenty-five thousand dollars in 1855, for enlarging; added seven thousand in 1867, and nine thousand in 1870 for enlarging the same; in all, forty-one thousand dollars for building purposes.

This may be considered as an investment in real estate; and it will probably prove to be not a bad one. The land is constantly increasing in value; and the buildings are substantial.

More than ten thousand dollars have been received from other sources. The School, though nominally incorporated, is really a State institution, and is certainly dependent upon the State treasury for means of support.

The example of Massachusetts was followed by New York, Pennsylvania, Ohio and Connecticut, in each of which institutions for training and improving idiots have been established. Legislatures of several other States have made appropriations for sending idiotic children to institutions in neighboring States, so that it has become the settled policy of our leading States to make special provision for training and teaching idiots. Children too feeble of intellect to be taught in common schools. But Massachusetts, though first to establish such an institution, has been greatly outstripped by other States in the magnitude of expenditures for their support. New York, Pennsylvania and Ohio have each appropriated fourfold as much as Massachusetts for building purposes, and have edifices of greater size and more imposing exterior than ours. In fact, it is probable

that the whole country could be successfully challenged to show an instance where a public institution affording necessary appliances for boarding, teaching and training a hundred pupils, has been built upon solid foundations supported for so little money as ours. The whole amount expended for land, buildings, furniture and apparatus, does not exceed fifty thousand dollars.

There is nothing for mere show, either without or within, even architectural ornament had to be dispensed with; the furniture is only such as would become a substantial farm. The administration has been equally characterized by economy; and the cost of subsistence, if *fairly* compared with that of kindred institutions in other States, will be found considerably less than theirs. That is, if one takes into account the smaller cost of the staples of life in their neighborhood and the general character of our pupils; for we retain only those who are sufficiently intelligent to be employed profitably on a farm, but think they would be better placed as apprentices to ordinary farmers. We do not retain boys or girls who can earn enough for their own support.

During the nineteen years of its existence the institution has received three hundred and eighty-nine pupils, of whom eighty-five remain. Those discharged have been, almost without exception, improved in some degree; and many have greatly benefited by their sojourn in the establishment. However, they still continue to feel the good effects of the discipline passed in the habits of cleanliness, order, sobriety and industry. The common belief is, that however much we may endeavor to improve an idiot while under discipline and instruction, he will sink down to his former low level as soon as he is left to himself. But it is not so; at least he rarely sinks to the level which those reach who are utterly neglected, and so become brutalized.

The same law holds with regard to the idiot, as with regard to others; he is never worse, he may be always better, than the temporary help he receives. Good habits, perseveringly maintained many years, make a deep impression upon his character.

They moreover encourage the parents and friends to persevere in their efforts for his improvement, by showing them the

and which has been done. Nay, it is believed that in some cases parents themselves have been led to greater cleanliness and tidiness by having brought back to them, in place of the raving, speechless, gluttonous idiot who left them, a tidily dressed, well-behaved boy or girl.

All is not stony ground, and of good seed sown broadcast, there is sure to bear fruit.

Defective children come mostly of those families in which by reason of ignorance, vice or poverty, there is want of nourishment, food and warm clothing; but idiots come mostly from the poorest of the poor, the lowliest of the lowly; from those who, owing to lack of bodily vigor and vital force, have dropped out of the rank of self-supporters into that of dependents, if not of paupers. To such a family, the birth of an idiot child is a very weight added to the load that was sinking them. Poor as defective as they may be, they are not always stunted in their moral and affectional natures. They love their poor, idiotic child, with an intensity proportionate to its defects and wants. Many a burdened household has been relieved, for a time at least; and many a sad heart been cheered by the work done in this institution for the improvement of its idiotic child. Upon the whole, then, we may look back upon the history of our institution with gratitude for the opportunity it has afforded for doing good, and with satisfaction for the amount of good it has done. The history of the last year may be briefly

It will be remembered that the legislature of 1867 made an appropriation of seven thousand dollars for enlarging and improving the building. When it came, however, to the work of enlarging, the amount was found to be insufficient. The Trustees therefore resolved not to draw the money from the treasury, but to rely upon the next legislature for an additional grant. The former plan of enlargement was abandoned, a new one was presented, and an additional grant of nine thousand dollars was secured; in all, sixteen thousand.

We prepared to cut our coat according to our cloth, and adopted a plan proposed by the Superintendent, which was much simpler than the former one; and had, moreover, this advantage: that while we could cover in all the space we

needed, we could finish off as much as our means allowed no more. The work was commenced in July. The rear wing was raised about seven feet, which left a good cellar underneath, and gave a new and clear story one hundred feet by forty wide. Then a new wing was added to the rear wing, fifty feet long by thirty-six wide, which gives a basement and three clear stories above.

The work is so far advanced that we can safely calculate the cost will be within the estimates. The new building will be heated by an ordinary furnace, until such time as we can afford to have the whole establishment heated as it ought to be by one central fire, generating steam enough to heat all the building driven by a fan to all parts of the building. We have been able to obtain this most desirable object; but it has been kept in view in all our arrangement of pipes, &c., and whenever we can pay for engine and boiler every part of the building can be heated without any change of structure.

The number of pupils reported October 1, 1867, was eighty-eight; admitted since, thirty-four; discharged, seventeen; on the roll of the school, eighty-five.

The establishment has been conducted upon the same plan which has been followed from the outset. Nearly all the persons employed are women and mostly those who have gained confidence by years of faithful service.

The standard of health in the household has been high enough to be satisfactory, even in a community of average force; and it will be thought remarkably high, if we consider how far below the ordinary average idiots usually are; and how little organic power they have to resist destructive agencies to prevent premature decay.

The information necessary for understanding minute details of the establishment, the details of expenses and accounts like, may be found in the several inventories and reports which have been submitted.

We earnestly commend this humble institution to the consideration of the thoughtful and charitable. We claim for it no rank except that of the lowliest among establishments of education; but we claim for it respect, because it aims to do the command of Him the least of whose little ones are

ls; we ask for it the adequate support of the State, whose  
y is to help the helpless and support the dependent, be-  
e our pupils are the most helpless and dependent of all;  
we implore for it the attention of those who have wealth  
ve, because we believe that a great return of good will be  
e therefor.

S. G. HOWE,  
LEWIS ALLEN,  
JOSIAH BARTLETT,  
FRANCIS W. BIRD,  
JAMES B. CONGDON,  
HENRY G. DENNY,  
SAMUEL ELIOT,  
JOHN FLINT,  
EDWARD JARVIS,  
EDWIN MORTON,  
ROBT. B. STORER,  
EMORY WASHBURN,

*Trustees.*



DR. FREDERICK W. G. MAY, *Treasurer, in account with* MASS. SCHOOL FOR IDIOTIC AND FEEBLE-MINDED YOUTH. Cr.

	1867.	1868.	1869.	By loans repaid at sundry times, interest on same, Auditor's drafts at sundry dates in favor of Drs. Jarvis and Howe, Auditor's drafts at sundry dates on account of building, in favor of Building Committee, Petty expenses: stamps, \$0.50; collection, \$0.25; rent of safe, \$10.00; search for deeds, \$2.00, investment of Fairbanks legacy, investment of Henry Harris Fund, balance in Globe National Bank, . . .	
Oct. 1, For balance from former account, . . .		\$674 96			\$1,700 00
Nov. 31, gifts of Miss Lucy Lord, \$5, and of Miss M. C. Worcester, \$2, for children's Christmas, . . .		7 00			5 82
1868.					
Jan. 3, loan from Treasurer, . . .		500 00			18,983 36
Sept. 1, payment from State treasury on account of grant for building, . . .		6,516 64			6,516 64
30, payments from State treasury at sundry times on account of grants for current uses, . . .		15,000 00			
payments from sundry parties at various times for board and education, . . .		5,087 16			12 75
sales of sundries, viz.: cows, \$150.00; milk, \$67.46; hens, \$12.20; miscellaneous, \$10 96, legacy from Stephen Fairbanks, (received in December, 1866,) . . .		240 62			568 91
net income of same to date, . . .		568 91			5,053 34
"Henry Harris Fund," (received from Wm. Minot, Jr., Esq., Oct. 7, 1867,) . . .					807 81
net income of same to date, . . .		5,053 34			
		<u>\$33,648 63</u>			<u>\$33,648 63</u>

Oct. 1, 1868. For balance to new account, . . . \$807.81

*General Analysis of Expenditures for the Year ending Sept. 30,  
1868, as per Steward's Account.*

ARTICLES.	PRICE.
at, . . . . .	\$1,325 48
h, . . . . .	216 13
ter, . . . . .	665 94
e, Sago, &c., . . . . .	93 52
ad, Flour, Meal, &c., . . . . .	1,588 69
atoes and other Vegetables, . . . . .	348 71
it, . . . . .	73 44
k, . . . . .	433 13
ar, . . . . .	245 57
a and Coffee, . . . . .	170 55
ceries, . . . . .	198 38
and Oil, . . . . .	81 25
l and Wood, . . . . .	161 48
ndry, . . . . .	986 49
ndry Articles of Consumption, . . . . .	151 68
niture and Bedding, . . . . .	1,000 57
thing and Mending, . . . . .	55 89
ble, . . . . .	362 68
s' Shop, . . . . .	44 83
mestic Service, . . . . .	1,639 07
perintendence and Instruction, . . . . .	1,378 16
oks, Stationery, &c., . . . . .	135 06
nstruction and Repairs, . . . . .	799 97
tside Aid, . . . . .	120 11
icine and Medical Aid, . . . . .	36 56
nt of Land, . . . . .	20 00
urance, . . . . .	40 00
ard of Employees during Vacation, . . . . .	28 57
avelling and other Expenses of Superintendent, . . . . .	500 00
ndries, . . . . .	830 76
	<hr/>
	\$13,232 67
traordinary Travelling Expenses & Hack Hire, . . . . .	\$89 04
tra Allowance, . . . . .	96 00
penses of New Building, . . . . .	11,488 40
ls to be refunded, . . . . .	779 19
	<hr/>
	12,452 63
	<hr/>
	\$25,685 30

## A P P E N D I X .

Boston, December 31, 1868.

*To the Trustees.*

GENTLEMEN :—The undersigned, a Building Committee, respectfully report as follows.

It was concluded best to carry out the plan submitted by the superintendent and drawn out by Mr. Richards, by day's work, letting out only such parts as could be exactly estimated and measured.

Mr. Joseph Coggeshall was selected to superintend the work, and give it his whole time and attention. This he has done satisfactorily.

The work is completed, so far as to give possession of all the building.

The amount of room gained is, one whole story on the rear building, 100 feet long by 40 feet wide, which is divided into two large dormitories. This will give room where it ought to be, on a level with, or a little above, the ground, for all those feeble children who would have to be carried out, one by one, in case of fire.

Under this room is a cellar 7 feet in the clear, well ventilated, and dried by the furnaces.

From the rear of the south building an L has been projected, 50 feet long by 36 wide. It has a cellar 8 to 9 feet high, mostly out of ground. The walls are laid up with stone and brick, and form a substantial basement, in which is a large furnace, and room for bathing and a wash-room. Over this is the lower floor, which is divided by a hall through the centre, and has four chambers on one side and three on the other, with a large room for a sick-room. Over this is a school-room, 50 feet by 36; windows on three sides and well ventilated. Over this a large hall.

All this is finished and partly occupied. The cellar and the upper hall are left unfinished, because the end of the appropriation was reached. They are, however, covered in, tight and warm, and are useful.

The additional room gained is about 11,200 square feet of flooring, which is equal to one-half of all the old building afforded. The work is done in a substantial and satisfactory manner. Everything was bought for cash, and is paid for. The bills have been audited by our auditor and by the State auditor, who required duplicate vouchers.

The appropriation was \$16,000.00, and the amount actually expended is \$15,829.53. The balance will be expended in clearing up the premises and

doing some levelling in the cellars. It may be possible to put down a cheap floor in the upper hall.

The Committee have done all that was contemplated ; and have kept within the appropriation.

There is still needed about \$1,000 for a hot-air engine to force the ventilation, about \$1,000 for gas pipes, &c., and about \$1,000 for furniture.

It was not contemplated to provide these out of the original appropriation.

In its present condition the building will show to the committee of the legislature the actual wants better than they can be described.

For the Building Committee,

S. G. HOWE.

Committee :

EMORY WASHBURN.

SAMUEL ELIOT.

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AN ACT TO INCORPORATE THE MASSACHUSETTS SCHOOL FOR IDIOTIC  
AND FEEBLE-MINDED YOUTH.

SECTION 1. S. G. Howe, Samuel May, Stephen Fairbanks, their associates and successors, are hereby made a corporation, by the name of the Massachusetts School for Idiotic and Feeble-Minded Youth, for the purpose of training and teaching such persons ; with all the powers and privileges, and subject to all the duties and liabilities, set forth in the thirty-eighth and forty-fourth chapters of the Revised Statutes.

SECTION 2. Said corporation may hold, for the purposes aforesaid, real estate not exceeding in value one hundred thousand dollars, and personal estate, the income of which shall not exceed ten thousand dollars. [*Approved by the Governor, April 4, 1850.*]

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RESOLVE CONCERNING IDIOTIC CHILDREN.

*Resolved*, That there be paid, annually, out of the treasury of the Commonwealth, to the treasurer of the Massachusetts School for Idiotic and Feeble-Minded Youth, the sum of five thousand dollars, to be devoted to teaching and training indigent idiotic children belonging to this Commonwealth : *provided*, that the board of trustees, having the direction of the said institution, shall be composed of twelve persons, four of whom shall be appointed by the governor and council : and *provided*, that the governor, lieutenant-governor, secretary of state, president of the senate, speaker of the house, and the two chaplains shall constitute a board of visitors, whose duty it shall be to visit and inspect the said institution as often as they see fit ; to examine the by-laws and regulations enacted by the corporation ; and, generally, to see that the object of

the said institution is carried into effect; and *provided, further*, that the said institution shall gratuitously receive and educate thirty idiotic persons, to be designated by the governor; and *provided, further*, that other applicants, of proper age and condition, children of inhabitants of this Commonwealth who are not wealthy, shall be received at a charge not exceeding the actual average cost of the inmates; and *provided, further*, that the members of the legislature for the time being shall be, *ex officio*, visitors of the institution, and have the privilege, during the sessions, of inspecting the same; that the governor be authorized annually to draw his warrant for the sum of five thousand dollars, in four equal quarterly payments of one thousand two hundred and fifty dollars each, in favor of the treasurer of the said school, whenever he shall have satisfactory evidence that the terms and conditions of the foregoing resolve have been fulfilled.—[*Approved by the Governor, April 30, 1851.*]

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RESOLVE IN FAVOR OF THE MASSACHUSETTS SCHOOL FOR IDIOTIC AND  
FEEBLE-MINDED YOUTH.

*Resolved*, That the sum allowed to the treasurer of the Massachusetts School for Idiotic and Feeble-Minded Youth, according to chapter forty-four of the resolves of the year one thousand eight hundred and fifty-one, be increased to the sum of nine thousand dollars, which shall be used and applied according to the conditions of said forty-fourth chapter: *provided*, that the said institution shall gratuitously receive and educate twenty-five idiotic persons, to be designated by the governor, in addition to the number provided for in the said forty-fourth chapter; and *provided, further*, that six of the trustees shall be appointed by the governor and council.—[*Approved by the Governor, March 21, 1861.*]

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RESOLVE IN FAVOR OF THE PERKINS INSTITUTION AND MASSACHUSETTS  
ASYLUM FOR THE BLIND, AND OF THE MASSACHUSETTS SCHOOL FOR  
IDIOTIC AND FEEBLE-MINDED YOUTH.

*Resolved*, That the trustees of the Perkins Institution and Massachusetts Asylum for the Blind, or the trustees of the Massachusetts School for Idiotic and Feeble-Minded Youth, may charge for receiving and educating indigent persons and the children of indigent persons, designated by the governor to be received by them according to law, such price by the week, for each state beneficiary, as they may determine, with the approval of the governor, the amount to be fixed, in each case, with reference to the ability of such indigent person, or the parents of such child, to contribute towards the expense of his education and support.—[*Approved March 24, 1865.*]

B Y - L A W S .

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ARTICLE I. *Title.*—The corporation shall be composed of the persons named in “An Act to incorporate the Massachusetts School for Idiotic and Feeble-Minded Youth;” of such persons as may be elected members by ballot at any legal meeting; and also of all such persons as shall pay the sum of twenty-five dollars or upwards; and of such persons as shall annually pay the sum of five dollars.

ARTICLE II. *Meetings.*—There shall be an annual meeting of the corporation on the first Thursday of October in every year, at which the following officers shall be chosen by ballot, namely:—A President, a Vice-President, six Trustees, a Treasurer, and a Secretary, to serve until the next annual meeting, or until others are chosen and qualified in their stead: *provided, however,* that if, from any cause, the officers should not be elected at the annual meeting, they may be elected, or any vacancy filled, at any other meeting regularly notified for the purpose.

ARTICLE III. Notice of the annual meeting shall be given by the secretary, by sending a written or printed notice to each member of the corporation, and by publication in one or more of the newspapers printed in Boston, at least seven days previous to the day of meeting.

ARTICLE IV. The president, or in his absence, the vice-president, shall preside at all meetings of the corporation; and in the absence of both, a president shall be chosen for the meeting.

ARTICLE V. The secretary shall call a special meeting of the corporation on the requisition of the board of trustees, or of any ten members of the corporation—notice being given as for the annual meeting.

ARTICLE VI. *Trustees.*—The board shall be composed of six persons chosen according to the second article, and of six persons appointed by the governor and council of the State of Massachusetts as provided in the resolve passed by the legislature and approved March 21, 1861.

It shall be the duty of the board of trustees to meet once a month. Three shall form a quorum for ordinary business, but a majority of the whole shall be required for a quorum, at any meeting, to act upon the transfer of real estate or other property. They shall have power to take any measures, which they may deem expedient, for encouraging subscriptions, donations, and

bequests to the corporation ; to take charge of all the interests and concerns of the school ; to enter into and bind the corporation by such compacts and engagements as they may deem advantageous ; to make such rules and regulations for their own government and that of the school, and not inconsistent with these by-laws, as may to them appear reasonable and proper, subject, however, to be altered or annulled by the corporation. They shall annually appoint a superintendent, who shall nominate for their acceptance all necessary officers, assistants and servants, with such compensation as they may deem proper. They shall cause a fair record to be kept of all their doings, which shall be laid before the corporation, at every meeting thereof ; and at every annual meeting, they shall make a report in writing on the treasurer's accounts, and of the general state of the institution ; comprising a statement of the number of the persons received into and discharged from the same, the condition of the pupils, and an inventory of all the real and personal estate of the corporation.

**ARTICLE VII. *Secretary.***—It shall be the duty of the secretary to notify and attend all meetings of the corporation, and the trustees, and to keep a fair record of their doings, and to furnish the treasurer with a copy of all votes of the corporation or of the trustees, respecting the payment of money to be made by him.

**ARTICLE VIII. *Treasurer.***—It shall be the duty of the treasurer to receive and have the custody of all moneys and securities belonging to the corporation, which he shall keep and manage under the direction of the trustees. He shall pay no moneys but by their order, or the order of their committees, duly authorized. His books shall be open to the inspection of the trustees. He shall make up his accounts to the first day of October, in each year, together with an inventory of all the real and personal estate, and of the debts due to and from the corporation, and present the same to the corporation at their annual meeting. He shall give such bonds for the faithful discharge of his duties, as the trustees shall, from time to time, require.

**ARTICLE IX. *Alterations.***—These By-Laws may be altered at any annual meeting of the corporation, by vote of two-thirds of the members present.

## RULES AND REGULATIONS.

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*Trustees.*—A meeting of the trustees shall be held monthly.

*Quorum.*—The presence of three members shall constitute a quorum.

*Visiting Committee.*—Two of the trustees, taken in rotation, shall form a committee, one at least of whom shall visit the institution each week, during the space of two months. These shall be so arranged, that one shall go out of and another go into the committee, at the beginning of each month.

This committee shall examine the state of the institution ; the condition, &c., of the pupils ; and of all the rooms in the establishment, and receive and examine any report of the superintendent, and make a record of their visit and impressions.

This committee may report on the state and condition of the institution at any monthly meeting of the trustees.

*Auditors.*—The trustees shall appoint annually two of their number as auditors. They shall examine all the accounts of the institution and treasurer. They shall aid the treasurer in the investment of any funds belonging to the institution. And no money shall be paid out by the treasurer without their order.

*Superintendent.*—It shall be the duty of the superintendent to reside at, and give his whole time to, the service of the institution.

He shall select and employ all subordinate officers, assistants, servants of the institution, subject to the rejection of the trustees.

He shall have the general superintendence of the whole institution, and have charge of all the pupils and direct and control all the persons therein, subject to the regulation of the trustees.

He shall regulate the diet, regimen, exercises and employments, and the whole course of the education and training of the pupils.

He shall, from time to time, give to all persons employed in the institution such instructions as he shall deem best to carry into operation all the rules and regulations of the same, and he shall cause such rules and regulations to be strictly and faithfully executed.

He shall make a record of the name, age, and condition, parentage, and probable cause of idiocy, or deficiency of each pupil, and of all the circumstances that may illustrate his or her condition, or character ; and also keep a record, from time to time, of the progress of each one.

He shall purchase fuel, provisions, stores, and furniture, and shall be responsible for the safe-keeping and expenditure thereof: *provided, however, that if*



the trustees think it best to appoint a steward, he shall perform these duties with the concurrence of the superintendent.

He shall collect and receive all the moneys due from the pupils, and deposit the same with the treasurer.

He shall keep a separate account with each one of the pupils, or with the parents or guardians of such of the pupils as are not beneficiaries of Massachusetts, charging them with all expenses of board, instruction, &c., and with all the moneys expended for clothing, and other necessities, or proper indulgences.

He shall make monthly reports to the trustees of the condition of the institution, and make such suggestions as he may think the interests of the institution require.

He shall prepare for the trustees and the corporation, an annual report, in which he will show the history, progress, and condition of the institution, and the success of the attempts to educate and improve the idiotic or feeble-minded youth.

The teachers, assistants and pupils, shall be under the immediate direction of the superintendent, and no orders shall be given to them except through him.

No officer, assistant or pupil can absent himself from the institution without the permission of the superintendent.

The hours for work, for exercise, for study, and for recreation, being established by the superintendent, each teacher, assistant and pupil will be expected to conform strictly to them.

*Visitors.*—Persons may visit the institution under such regulations as the trustees and superintendent shall establish.

*Tobacco.*—The use of tobacco, either in smoking or otherwise, is prohibited in the institution.

*Beneficiaries.*—Candidates for admission must be over six, and under fourteen years of age.

Beneficiaries must produce a certificate from the selectmen, or the overseers of the poor of their town, stating that their parents and immediate relatives are unable to defray the expenses of their education.

They must be provided with suitable changes of raiment for winter and for summer, and especially with thick shoes or boots.

The boys must have at least six good cotton shirts, and six pairs of socks or stockings; two coats or jackets, two pairs of trousers, two waistcoats, and an overcoat, two pairs of shoes or boots, six pocket handkerchiefs, and a good cap or hat.

The females must be provided with the same quantity of linen, and with three gowns and dresses. The clothing must all be of good serviceable material.

It must be renewed from time to time, as may be necessary—by the parents; any thing more than common mending will not be done at the expense of the institution.

All the articles of clothing must be marked with the name of the owner—*at full length.*

*Pupils not Beneficiaries.*—Any suitable persons may be admitted to the institution, on presenting to the superintendent sufficient evidence of their fitness for it, on such terms as he or the standing committee shall determine, according to the responsibilities and difficulties in each case. Payments are to be made quarterly in advance, or sufficient security thereof given.

Private pupils must be provided with at least two decent suits of clothing, and sufficient changes of garments of all kinds, for winter and also for summer.

They will be required to observe strictly all the Rules and Regulations of the institution.

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### QUESTIONS TO BE ANSWERED

*By the Parents or Friends of Applicants for Admission to the School.*

1. What is the applicant's name and age?
2. Where was he born?
3. Was he born at the full period of gestation?
4. Were there any extraordinary circumstances attendant upon the delivery? If so, describe them.
5. What has been the general health and the bodily condition of the applicant?
6. At what period was it first observed that there was any thing peculiar about him?
7. Has there been observed, at any time since birth, any thing peculiar in the shape or condition of his head?
8. Does the head now differ in shape or condition from the head of an ordinary person of the same age?
9. What is now the general health of the applicant?
10. Is he now subject, or has he ever been subject, to epilepsy, or fits of any kind?
11. Describe the fits, if any?
12. What is now his weight?
13. What is now his height?
14. Is there any infirmity of body, or any striking peculiarity?
15. How is his appetite for food and drink?
16. Is he active and vigorous? Does he run about and notice things, or the contrary?
17. What is the state of the sense of sight? Is the eye bright or dull?
18. What is the state of the sense of hearing? Is it quick or sluggish?

19. Does the applicant show any sensibility to musical sounds?
20. What is the state of the sense of smell?
21. What is the state of the sense of taste? Is he particular about what he eats? or will he swallow things, without regard to taste?
22. Is he gluttonous?
23. What are his habits with regard to personal cleanliness?
24. Can he talk?—that is, can he make a regular sentence, containing nouns, verbs, adjectives, and adverbs, &c.?
25. Does he use understandingly such words as *or* and *if*?
26. Please give several specimens of his mode of talking, and be careful to put down the words exactly as he uses them.
27. Can he dress and undress himself?
28. Can he feed himself?
29. Does he use a spoon, or knife and fork?
30. Can he tie his shoe-strings in a regular knot?
31. Can he do any work? and what kind?
32. What are his personal habits?
33. Does he hide, break, or destroy things?
34. Does he get up in the night, and wander about?
35. Is he obedient?
36. Does he come when called?
37. Does he go astray?
38. Is he passionate?
39. Is he given to self-abuse, or masturbation?
40. Has there been such watchfulness, that you can be sure he is free from all habits of self-pollution?
41. Please state any facts that may show the peculiar character of the applicant.
42. Of what country was the father of the applicant a native?
43. What was the general bodily condition and health of the father? Was he vigorous and healthy, or the contrary?
44. Was the father of the applicant scrofulous, or was he subject to fits?
45. Were all his senses perfect?
46. Was he always a temperate man?
47. About how old was he when the applicant was born?
48. Was there any known peculiarity in the family of the father of the applicant?—that is, were any of the grand-parents, parents, uncles, aunts, brothers, sisters, or cousins, blind, deaf, or insane, or afflicted with any infirmity of body or mind?
49. If dead, at what age did the father die, and of what disorder?
50. Where was the mother of the applicant born?
51. What was the general bodily condition of the mother of the applicant?—strong and healthy, or the contrary?
52. Was she scrofulous, or ever subject to fits?
53. Were all her senses perfect?
54. Was she always a temperate woman?

55. About how old was she when the applicant was born ?
56. How many children had she before the applicant was born ?
57. Was there any thing peculiar in the bodily or mental condition of the other children ?
58. What was the state of the mother's health during the time she was pregnant with the applicant ?
59. Was she subject to any bodily injury or severe sickness, or to any extraordinary mental emotion or fright, great sorrow, or the like ?
60. Was she related by blood to her husband ? If so, in what degree—first, second, or third cousins ?
61. If dead, at what age did she die, and of what disorder ?
62. Was there any known peculiarity in her family ?—that is, were any of her grand-parents, parents, uncles, aunts, sisters, brothers, children, or cousins, either blind or deaf or insane, or afflicted with any infirmity of body or mind ?
63. What are the pecuniary means of the parents or immediate relatives of the applicant ?
64. How much can they afford to pay towards the support and education of the applicant ?
65. What are the names of the father and mother ?
66. What is their residence ?
67. What is the post-office address of the parents or other responsible friends ?

---

#### TERMS OF ADMISSION, &c.

The best age for admission is between six and twelve years.

The institution is not intended for epileptic or insane children, nor for those who are incurably hydrocephalic or paralytic, and any such will not be retained, to the exclusion of more improvable subjects.

Children will be received upon trial for one month, at the end of which time a report upon the case will be made to the parents.

Children must come well provided with plain, strong clothing, and stout shoes for walking in any weather. They must be renewed as often as is necessary, at the expense of the applicants. Those who tear and destroy their clothing must be provided with garments made expressly for them, and of such form and texture as not to be easily torn.

The children of indigent parents, in Massachusetts, will be received gratis. For others, a charge will be made proportionate to the trouble and cost of treating them.

Sufficient surety will be required for the clothing of the pupils, for their board and care in vacation, and for their removal whenever they may be discharged.

Persons applying for the admission of children as beneficiaries of Massachusetts, should address the governor. They must also fill out certain blanks the form of which is as follows :—

## FORM OF APPLICATION FOR BENEFICIARIES IN MASSACHUSETTS.

18 .

*To His Excellency the Governor :—*

SIR,—The undersigned, citizen of Massachusetts, and inhabitant of the town of \_\_\_\_\_, respectfully represents that his son [or daughter],\* named \_\_\_\_\_, and aged \_\_\_\_\_ years, is so deficient in intellect that he cannot be taught in the common schools, as other youth are; and he therefore requests that your Excellency would recommend him for admission as a pupil to the Massachusetts School for teaching and training Idiotic and Feeble-Minded Persons, as a State beneficiary.

Respectfully yours, \_\_\_\_\_.

The application should be accompanied by two certificates, in the following form†:—

## I.

18 .

I, \_\_\_\_\_, one of the selectmen of the town of \_\_\_\_\_, hereby certify, that, in my opinion, \_\_\_\_\_ is not wealthy, and could not well afford to pay \$250 per year for the instruction of \_\_\_\_\_ at the School for Idiotic and Feeble-Minded Persons.

(Signed,) \_\_\_\_\_.

## II.

18 .

I, \_\_\_\_\_, citizen of Massachusetts, physician, and practitioner in the town of \_\_\_\_\_, hereby certify, that I have examined \_\_\_\_\_ and find that he is not insane, but is so deficient in mental ability that he cannot be taught in the common schools, as others of his age are.

His bodily health is \_\_\_\_\_, and he has no cutaneous or contagious disorder.

(Signed,) \_\_\_\_\_.

N. B. The physician is earnestly requested to state, in writing, his opinion of the *cause* of the person's mental deficiency; to state whether he is or has been epileptic; also, to mention any organic or functional peculiarity that he may have observed. It may be greatly for the advantage of the person, that the physician should send in writing a full and minute account of the case, with his own thoughts and suggestions in regard to it.

If the applicant is admitted as a beneficiary, he must be provided with a paper signed by two responsible persons, in form of a guaranty for removal, as follows:—

\* If a town pauper, the overseers of the poor may apply as for their ward.

† The same may be used in Rhode Island.

We, the undersigned, citizens of Massachusetts, and householders in the town of \_\_\_\_\_, respectfully pledge ourselves, that, should \_\_\_\_\_ be received into the Massachusetts School for teaching and training Idiotic and Feeble-Minded Youth, he shall be kept properly supplied with decent clothing, that he shall be removed during vacations, (if his removal be required,) and that, whenever he shall be discharged, he shall be removed at once, and the institution relieved from all responsibility for his support.

(Signed,) \_\_\_\_\_.

For private pupils the following bond is required to be signed by two responsible persons, one of whom shall be known to the trustees :—

In consideration of \_\_\_\_\_ being admitted a pupil into the Massachusetts School for Idiotic and Feeble-Minded Youth, at our request, we, the undersigned, jointly and severally promise the said School to pay the Superintendent thereof, at said School, quarterly in advance, on the first days of January, April, July and October, the rate of board and tuition which may from time to time be determined by the Trustees of said School for said pupil, to provide or pay for all requisite clothing and other things necessary or proper for the health and comfort of said pupil, to pay for all proper expenses incurred for the return of said pupil to the School in case of elopement, to pay for support of said pupil in vacation, to remove said pupil when discharged, to reimburse funeral expenses in case of death, and if removed against the advice and consent of the Superintendent before the expiration of three calendar months, to pay board for thirteen weeks.

For further particulars, address Dr. S. G. HOWE, 20 Bromfield Street, Boston.

## MEMBERS OF THE CORPORATION.

LEWIS ALLEN, South Danvers.  
 Dr. NATHAN ALLEN, Lowell.  
 JAMES M. BARNARD, Boston.  
 Dr. JOSIAH BARTLETT, Concord.  
 Hon. FRANCIS W. BIRD, Walpole.  
 Hon. GEORGE S. BOUTWELL, Groton.  
 J. INGERSOLL BOWDITCH, Boston.  
 CHARLES R. BRADFORD, Roxbury.  
 Dr. THOMAS M. BREWER, Boston.  
 Hon. SIMON BROWN, Concord.  
 Dr. CHARLES E. BUCKINGHAM, Boston.  
 Hon. EPHRAIM W. BULL, Concord.  
 Dr. GEORGE CHANDLER, Worcester.  
 WILLIAM CHAPIN, Lawrence.  
 Dr. HENRY H. CHILD, Pittsfield.  
 Dr. GEORGE C. S. CHOATE, Taunton.  
 Hon. OTIS CLAPP, Boston.  
 Dr. HENRY G. CLARK, Boston.  
 JAMES B. CONGDON, New Bedford.  
 Hon. CHARLES E. COOK, Boston.  
 JOSEPH COOLIDGE, Boston.  
 URIEL CROCKER, Boston.  
 WILLIAM CROCKER, Taunton.  
 Dr. BENJAMIN CUSHING, Dorchester.  
 HENRY G. DENNY, Dorchester.  
 GEORGE M. DEXTER, Boston.  
 SAMUEL DOWNER, Dorchester.  
 GEORGE B. EMERSON, Boston.  
 Dr. CALEB CLESSON FIELD, Leominster.  
 Dr. JOHN FLINT, Boston.  
 Dr. WILLIAM A. GORDON, New Bedford.  
 Dr. JOHN W. GRAVES, Chelsea.  
 Rev. EDWARD E. HALE, Boston.  
 DANIEL N. HASKELL, Boston.  
 Hon. GEORGE S. HILLARD, Boston.  
 Hon. E. ROCKWOOD HOAR, Concord.  
 SIDNEY HOMER, Boston.  
 Dr. ROBERT W. HOOPER, Boston.  
 Dr. SAMUEL G. HOWE, Boston.  
 Hon. WILLIAM J. HUBBARD, Boston.  
 Dr. EDWARD JARVIS, Dorchester.  
 Hon. AMOS A. LAWRENCE, Boston.  
 WILLIAM RAYMOND LEE, Roxbury.  
 Prof. FRANCIS J. CHILD, Cambridge.  
 Dr. SAMUEL A. GREEN, Boston.  
 RICHARD J. GREENLEAF, Boston.

JAMES LODGE, Boston.  
 Dr. GEORGE B. LORING, Salem.  
 JOSIAH LORING, Boston.  
 Rev. SAMUEL K. LOTHROP, Boston.  
 Hon. JOHN LOWELL, Boston.  
 JOHN R. MANLEY, Boston.  
 THEOPHILUS R. MARVIN, Boston.  
 FREDERICK W. G. MAY, Dorchester.  
 SAMUEL MAY, Boston.  
 Hon. WILLIAM MINOT, Boston.  
 Rev. WILLIAM O. MOSELEY, Boston.  
 WILLARD NYE, New Bedford.  
 Dr. GEORGE OSBORNE, South Danvers.  
 Rev. ANDREW P. PEABODY, Cambridge.  
 Hon. JONATHAN PRESTON, Boston.  
 Hon. SAMPSON REED, Boston.  
 Dr. JOSEPH REYNOLDS, Concord.  
 FRANKLIN B. SANBORN, Springfield.  
 G. HOWLAND SHAW, Boston.  
 Dr. NATHANIEL B. SHURTLEFF, Boston.  
 Dr. BENJAMIN B. SISSON, Westport.  
 CHARLES STODDARD, Boston.  
 CHARLES S. STORROW, Lawrence.  
 Hon. CHARLES SUMNER, Boston.  
 Hon. INCREASE SUMNER, Gt. Barrington.  
 JOHN WINGATE THORNTON, Boston.  
 ALBERT TOLMAN, Worcester.  
 JAMES TOLMAN, Roxbury.  
 THOMAS B. WALES, Boston.  
 Hon. AMASA WALKER, North Brookfield.  
 Hon. CHARLES H. WARREN, Boston.  
 Hon. EMORY WASHBURN, Cambridge.  
 Hon. STEPHEN M. WELD, W. Roxbury.  
 Hon. JOHN WELLS, Chicopee.  
 Hon. JAMES M. WILLIAMS, Taunton.  
 SAMUEL WILLISTON, Easthampton.  
 H. BARNARD, LL. D., Washington, D. C.  
 Hon. PHINEAS BARNES, Portland, Me.  
 SAMUEL ELIOT, Boston.  
 WILLIAM HAZARD, Rhode Island.  
 ELISHA R. POTTER, Kingston, R. I.  
 Dr. ISAAC RAY, Providence, R. I.  
 Rev. BARNAS SEARS, Staunton, Va.  
 Dr. HERVEY B. WILBUR, Syracuse, N. Y.  
 Dr. GEORGE C. SHATTUCK, Boston.  
 HENRY A. SCUDDER, Esq., Dorchester.

## OFFICERS FOR 1868-9.

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<i>President,</i>	.	.	.	.	.	SAMUEL G. HOWE.
<i>Vice-President,</i>	.	.	.	.	.	EMORY WASHBURN.
<i>Treasurer,</i>	.	.	.	.	.	FREDERICK W. G. MAY.
<i>Secretary,</i>	.	.	.	.	.	EDWARD JARVIS.

### TRUSTEES.

LEWIS ALLEN.	JOHN FLINT.
JOSIAH BARTLETT.	SAMUEL G. HOWE.
FRANCIS W. BIRD.	EDWARD JARVIS.
JAMES B. CONGDON.	EDWIN MORTON.
HENRY G. DENNY.	ROBERT B. STORER.
SAMUEL ELIOT.	EMORY WASHBURN.

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### VISITING COMMITTEE.

For January,	.	.	.	.	.	Messrs. HOWE and MORTON.
February,	.	.	.	.	.	MORTON and STORER.
March,	.	.	.	.	.	STORER and ELIOT.
April,	.	.	.	.	.	ELIOT and FLINT.
May,	.	.	.	.	.	FLINT and JARVIS.
June,	.	.	.	.	.	JARVIS and BARTLETT.
July,	.	.	.	.	.	BARTLETT and CONGDON.
August,	.	.	.	.	.	CONGDON and WASHBURN.
September,	.	.	.	.	.	WASHBURN and ALLEN.
October,	.	.	.	.	.	ALLEN and DENNY.
November,	.	.	.	.	.	DENNY and BIRD.
December,	.	.	.	.	.	BIRD and HOWE.









PUBLIC DOCUMENT....No. 30.

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*Commonwealth of Massachusetts.*

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A N N U A L R E P O R T

OF THE

GUARDIAN

OF THE

CHAPPEQUIDDIC AND CHRISTIANTOWN INDIANS.

---

SEPTEMBER 30, 1868.

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THE UNDERSIGNED, Guardian of the Indians and people of color resident at Chappequiddic and Christians town, in Dukes County, herein exhibits for the inspection of His Excellency the Governor of the Commonwealth of Massachusetts, an accurate account of the Receipts and Disbursements by said Guardian, on account of said Indians and people of color, from the 30th day of September, 1867, to the 30th day of September, 1868, in conformity to an Act passed March 10th, 1828, Section 4, Article 7.

1868.	RECEIPTS.		1867.	DISBURSEMENTS.	
Apr. 8,	Cash received from the State treasury, aid in the support of indigent Indians, . . . . .	\$121 55	Oct. 12,	Paid Persis T. Attaquin, for teaching school at Christians town one month and eighteen days, at \$18, close of term, . . . . .	\$34 20
Aug. 4,	received from the State treasury, aid in the support of Indian schools, . . . . .	236 00	26,	Anna E. Vanderhoop, for teaching school at Chappequiddic two months and thirteen days, at \$16, close of term, . . . . .	42 40
			26,	Job Gorham, aid to indigent Indians of Christians town, . . . . .	18 00
			1868.		
			Jan. 9,	Paid Thomas Smith and John Ross, for wood for Chappequiddic school, . . . . .	8 60
			Apr. 8,	Jared W. Coffin, for cloth for three orphan children, Express on one hundred and twenty-one dollars from State treasury, . . . . .	11 92
			8,	Samuel Mingo, for labor on Christians town school-house, . . . . .	50
			9,	John F. Robinson, for groceries and provision for orphan children, . . . . .	5 85
			9,	Job Gorham, for groceries and provision for Asa Peters and children, . . . . .	75 63
			9,	Thomas Smith and John Ross, for wood for Chappequiddic school, . . . . .	21 00
			May 11,		2 50

	May 22,	Paid Kilborn Smith, for glass and putty for Chappequidic school-house, . . . . .	\$0 32
	June 1,	Pease and Dillingham, for books and slates for Christiantown school, . . . . .	2 00
	Aug. 8,	Annetta C. Vanderhoop, for teaching at Chappequidic three months at \$17 per month, . . . . .	51 00
	Sept. 24, 25,	Horatio Pease, for Gay Head school, . . . . .	36 00
		Georgiana Cooper, for teaching school at Christiantown one month and twenty days at \$18 per month, . . . . .	33 00
		Balance in Guardian's hands at date, . . . . .	\$332 92
			130 31
			\$463 23
Cash in Guardian's hands on settlement of last account, September 30, 1867, . . . . .			105 68
			\$463 23

The foregoing is the account of moneys received and paid out by the Guardian, aforesaid, on account of said Indians and people of color, from the 30th day of September, 1867, to the 30th day of September, 1868.

EDGARTOWN, September 30, 1868.

BARNARD C. MARCHANT, *Guardian*.



# PUBLIC DOCUMENT....No. 31.

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## Commonwealth of Massachusetts.

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*To His Excellency the Governor, and the Honorable Council of  
the Commonwealth of Massachnsetts.*

The undersigned, Guardian of the Dudley Indians, would respectfully submit the following Report for the year ending September 30, 1868:—

The amounts expended have been as follows:

For provisions, . . . . .	\$943 15
firewood, . . . . .	249 65
clothing, . . . . .	68 08
medical attendance, . . . . .	145 05
ploughing garden, . . . . .	4 50
E. Dora's bill for care of Edw. Pegan, . . . . .	22 75
Burial expenses of Eunis Beaumont, . . . . .	18 00
of Edw. Pegan, . . . . .	16 00
of Christobell Stapleton, . . . . .	4 25
of Henry Hull, . . . . .	16 00
Repairs, . . . . .	1 36
	<hr/>
	\$1,488 79

The above sums were furnished to the several families and persons as follows:—



Paris Jaha, . . . . .	\$261 12
Betsey White and Edw. Pegan, . . . . .	334 24
Matilda Hull, . . . . .	172 74
Rhoda Jaha, . . . . .	172 67
Mary Jaha, . . . . .	107 57
Martha Fisk, . . . . .	18 88
Julia Dailey, . . . . .	90 87
Mary E. Sprague, . . . . .	11 50
Joseph Beaumont, . . . . .	18 00
T. J. Freeman, . . . . .	20 00
Jas. Pegan, . . . . .	11 95
James E. Belden, . . . . .	39 33
Lydia Henry, . . . . .	56 26
For medical attendance, . . . . .	145 05
ploughing garden, . . . . .	4 50
Esbora Dora's bill, . . . . .	22 75
repairs, . . . . .	1 36
	<hr/>
	\$1,488 79

There has been more sickness than usual, and four deaths, during the past year, which has considerably increased the expense. There have been four deaths during the year and one birth. The number at Webster at the present time is somewhat reduced, but there are two large families which will have to come there as soon as room can be made for them, which will nearly double the number there has been for some time past.

Respectfully submitted.

ERASTUS ALTON,  
*Guardian Dudley Indians.*

WEBSTER, October 9, 1868.





# PUBLIC DOCUMENT . . . . No. 32.

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## Commonwealth of Massachusetts.

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*To His Excellency the Governor, and the Honorable Council.*

### THE ACCOUNT OF E. S. WHITEMORE, TREASURER OF THE HERRING POND PLANTATION.

I herewith submit my Report of the affairs and financial condition of the Indians of the Herring Pond Plantation, in conformity to the laws of the Commonwealth, for the year ending September 30, 1868.

#### DISBURSEMENTS.

1867.

Oct. 21.	Paid T. J. Fletcher for digging grave of E. DeGrasse, . . . . .	\$1 00
	Paid H. P. Jones for horse and carriage to go to Herring Pond Plantation to accept school-house, . . . . .	2 00
Nov. 8.	Paid S. G. F. Ellis for stove-pipe for school-house, . . . . .	3 62
	9. Paid S. Wood for cutting wood for the poor, . . . . .	2 00
	16. Paid C. Hirsch for examining Treasurer's accounts for 1866 and 1867, . . . .	4 00
	18. Paid S. F. Webquish for carting 54 loads of wood for the poor of the Plantation,	27 00

<i>Nov.</i>	19.	Paid for geography for school,	80 80
	27.	Paid C. Hirsch for carting wood for the poor,	4 58
<i>Dec.</i>	9.	Paid Julia A. Fletcher for teaching school four weeks,	16 00
	21.	Paid H. P. Jones for horse to Plantation three times,	3 50
	21.	Paid A. Pratt for taking care of meeting-house,	4 00
	21.	Paid C. Jackson for cutting wood four days for the poor,	6 00
	21.	Paid S. Wood for cutting wood for the poor,	3 00
	28.	Paid F. S. Webquish for school books,	3 65

1868.

<i>Jan.</i>	9.	Paid Dr. A. J. Runnells as physician to the Plantation for six months ending January 1, 1868,	30 00
	19.	Paid J. W. Pope for coffin for Thomas Hirsch,	8 00
	19.	Paid S. F. Webquish for digging grave of Thomas Hirsch,	1 00
	22.	Paid C. Jackson for Salome Johnson, for her support,	4 00
	25.	Paid A. Pratt for taking care of meeting-house to March 1, 1868,	2 60
	30.	Paid F. S. Pope for brandy for S. Johnson, in sickness,	2 24
<i>Feb.</i>	1.	Paid C. H. Burgess for supplies to S. Johnson, (pauper,)	3 48
	7.	Paid G. Carpenter for potatoes, for S. Johnson,	2 20
	22.	Paid S. F. Webquish for digging grave of child of I. Chummack,	1 00
	22.	Paid A. Pratt for cord wood for meeting-house,	5 00
	27.	Paid S. F. Webquish towards painting school-house,	15 00
	29.	Paid Julia A. Fletcher for map for school-room,	2 50

<i>Mar.</i>	14. Paid Mary A. Clark for taking care of Salome Johnson six weeks, while sick,	\$12 00
	30. Paid S. F. Webquish towards painting school-house, . . . . .	12 74
<i>Apr.</i>	16. Paid for school books, . . . . .	1 99
	22. Paid A. Pratt for lock to meeting-house,	75
<i>June</i>	18. Paid William Spring for paints and oils for school-house, . . . . .	12 20
	20. Paid William Smith towards underpinning school-house, . . . . .	15 00
	22. Paid R. Ellis for supplies to Salome Johnson, . . . . .	25 91
<i>July</i>	2. Paid Mercy Hill for teaching school ten weeks, and building fires during same time, . . . . .	31 00
	6. Paid Dr. D. B. Harman as physician to the Plantation for six months ending July 1, 1868, . . . . .	27 50
	11. Paid J. W. Pope for coffin for child of I. Chummack, . . . . .	6 50
	11. Paid for case and express on same, . . . . .	1 80
	11. Paid same for another coffin for same, . . . . .	5 00
	18. Paid William Smith balance due for underpinning school-house, . . . . .	29 75
<i>Aug.</i>	22. Paid S. C. Fisher for carrying stove-pipe, &c., to Plantation, . . . . .	50
<i>Sept.</i>	12. Paid A. Pratt for taking care of meeting-house to September 1, 1868, . . . . .	6 00
	28. Paid Rufus Ellis for supplies to S. Johnson, . . . . .	15 60
	Paid Rev. George Carpenter as Missionary to the Plantation during the year, from September 30, 1867, to September 30, 1868, in excess of what has been received from the "Williams Fund," . . . . .	74 14
	My services as Treasurer for one year, . . . . .	80 00
		<hr/> \$516 55

1868.	CONTRA.	CR.
Oct. 1. By balance in settlement,	\$2,462 84	
By cash of Commonwealth from school fund, . . . . .	20 00	
By cash of Commonwealth from surplus revenue, . . . . .	18 00	
By income of property to Oct. 1, 1868, . . . . .	102 00	
By sale of kelp and seaweed, . . . . .	9 50	
By rent from L. T. Sturgis, . . . . .	10 00	
	<hr/>	\$2,622 34

E. S. WHITEMORE,  
*Treasurer of Herring Pond Plantation.*

SANDWICH, September 30, 1868.

The subscriber, chosen by a majority of the male proprietors of Herring Pond, to examine the accounts of the Treasurer of Herring Pond, hereby certifies that he has examined the foregoing accounts and vouchers to support them, and is satisfied the same are correct.

ANDREW PRATT.

SEPTEMBER 30, 1868.

#### CONDITION OF THE PEOPLE.

The Indians at Herring Pond Plantation continue in the same degree of prosperity as they were in at the date of our last report. A general state of good health has existed among them during the past year.

We are obliged to exercise as much economy in the expenditure of their fund, as their condition will allow, yet it is gradually diminishing.

They employ a physician of their own choice, who receives \$55, for his services, annually.

Of the appropriation of the legislature of 1867, for the erection of a school-house on the Plantation, there yet remains \$30.81, which it is thought best to use for subsequent repairs on the school-house.

Mercy Hill, during the past summer, has taught a small school on the Plantation, ten weeks; and she has proved herself a faithful and efficient teacher, and the scholars have made good progress in their studies.

Under the Act of the legislature of 1867, protecting kelp and seaweed which come upon the shores of the Plantation, I have sold during the year, \$9.50 worth of the same, and added it to their fund.

These people continue to employ Rev. George Carpenter as their Missionary. He proves himself a worthy and efficient minister among them. There is no duty incident to his trust left undone.

He receives a salary of \$300 per annum. During the past year, the income of the "Williams Fund," so called, which is drawn from the treasurer of Harvard College, amounted to \$301.16, being a trifle more than his annual salary; yet from my over-paying him, at this date, and on account of the irregularity of the termination of the fiscal years, the Herring Pond Fund has advanced \$74.14 on the subsequent year's salary.

When I came into office there was an outstanding claim against L. T. Sturgis, in favor of the Plantation, amounting on May 1, 1866, to \$498.87, being secured by mortgage on the real estate of said Sturgis, at Cotuit Port, which has produced no income since, except \$10 rent paid by the mortgagor.

Mr. Sturgis is unable to redeem his place by payment, and we are now renting him the same for \$40 a year, beginning August 1, 1868, payable quarterly in advance.

At no time since I have been in office, has it been possible to dispose of this property for a sufficient sum to pay in full, both principal and interest.

This security will not, probably, prove adequate to meet the claim, and there will be a loss to the Plantation.

E. S. WHITEMORE,  
*Treasurer of Herring Pond Plantation.*

SANDWICH, September 30, 1868.









# PUBLIC DOCUMENT . . . . No. 33.

## Commonwealth of Massachusetts.

*To His Excellency the Governor and the Honorable Council of  
the Commonwealth of Massachusetts.*

The subscriber having been, under an Act of April 27, 1863, chosen Treasurer of the District of Marshpee, reports, agreeably to an Act of April 23, 1853, the state of the treasury and affairs of the District.

*District of Marshpee in account with S. C. HOWLAND,  
Treasurer.*

1867.

DR.

October 1.

To balance due on account, September 30, 1867, .	\$254 19
paid V. B. Collins, keeping school, . . .	140 00
Oliver Gardner, work on road, . . .	8 50
N. P. Keeter, " . . .	2 60
Foster L. Pells, towards services, . . .	2 00
Matthias Amos, " . . .	25 00
Matthias Amos, State pauper, \$8.95; roads, \$12.65, . . . . .	21 60
Josiah Ames, coffin, . . . . .	12 84
Matthias Amos, loaming road, . . .	44 00
Daniel Nickerson, supplies to poor, . . .	99 13
Timothy Pocknet, supplies State pauper, . . .	32 55
M. Z. Spencer, teaching school, . . .	112 00
V. B. Collins, State pauper account, . . .	119 37
M. Amos, " " . . .	11 85
E. W. Pocknet, boarding school teacher, . . .	9 50
G. T. Sewall and six others, road, . . .	19 62

To paid Simon Keeter, board of N. Williams,	\$47 00
Seth Parker, poor, \$3; A. Chapouil, do.,	
\$51.20,	54 20
J. Tobias, roads, \$5.25; E. Tobias, do., \$3,	8 25
J. Quippish, wood, wood wrongfully cut,	3 66
Walter R. Mingo, selectman, services two	
years,	42 86
Eleanor Hicks, land at Penny Pond,	4 00
A. Harlow, roads and poor,	11 79
L. B. Grigson, keeping school,	74 50
J. Tobias, services and expenses as constable,	18 68
Foster L. Pells, selectman, services, &c.,	63 83
Solomon Attaquin, fish agent,	2 00
F. B. Fay, on account E. Webquish,	3 64
J. Pompey, roads,	1 20
B. J. Attaquin, services as clerk,	17 85
E. W. Pocknet, cutting wood,	3 50
J. D. Brown, for poor,	5 66
M. Amos, trout agent and poor,	9 23
Watson Hammond, road, &c.,	5 46
Silas P. Pells, services as constable, &c.,	5 05
S. Keeter, balance N. Williams' board,	34 90
E. Falmouth Association, supplies,	77 56
L. Baker, supplies,	103 18
E. C. Stephens, supplies,	4 25
J. H. Thompson, digging snow,	1 00
N. S. Pocknet, labor on road, 1864,	2 25
N. S. Pocknet, labor on road, 1867,	4 50
William Mye, labor on road,	3 00
J. Coet, labor on road,	70
William Maroney, supplies for poor,	12 14
Walter R. Mingo, for roads,	3 00
Solomon Attaquin, fish warden,	4 00
Solomon Attaquin, road, &c.,	3 07
G. T. Ockery, road, \$25; poor, \$37.50,	62 50
Rev. J. E. Wood, school teaching,	70 00
M. Amos, selectman, \$25; abatements,	
\$15.10,	40 10
E. Phinney, supplies State pauper and poor,	74 83

To paid L. Johnson, poor, . . . . .	\$7 70	
S. C. Howland, school books, &c., . . .	12 97	
George Marston, councillor in years past,	50 00	
F. L. Pells, roads, . . . . .	5 00	
O. A. Coombs, roads, . . . . .	4 25	
James Amos, roads, . . . . .	6 47	
J. R. Nickles, printing school reports, .	7 50	
V. B. Collins, supplies to poor, . . .	192 71	
E. Tobias, roads, \$5.50 ; A. Chapouil, poor, \$12, . . . . .	17 50	
F. B. Fay, schooling E. Webquish, . . .	13 00	
G. T. Ockery, boarding E. Ockery, . . .	39 00	
Daniel Lumbert, poor, . . . . .	62 51	
Lydia McCullom, keeping school, . . .	30 00	
L. W. Nickerson, supplies for poor, . . .	24 59	
M. Z. Spencer, keeping school, . . .	70 00	
J. D. Brown, nursing, . . . . .	8 00	
M. Amos and seven others, road account, .	48 84	
T. Pocknet, poor, . . . . .	6 00	
M. Amos, collector of taxes, . . . . .	21 70	
M. Amos, selectman, services, . . . . .	21 89	
M. Amos, for poor and State pauper, . .	20 00	
N. P. Keeter, road, \$2.60 ; J. Tobias, do., \$6, . . . . .	8 60	
E. W. Pocknet, road, \$5.78 ; school, \$7.50,	13 28	
S. E. Alvis, road, . . . . .	5 75	
J. W. Pope, coffins, &c., . . . . .	21 37	
S. C. Howland, Treasurer, ser- vices, . . . . .	\$80 00	
S. C. Howland, interest and ex- press, . . . . .	22 83	
S. C. Howland, assessing taxes, and roads, . . . . .	15 00	
S. C. Howland, supplies for poor and State paupers, . . . . .	27 00	
	<hr/>	144 83
M. Z. Spencer, keeping school, balance, . . . . .		86 45
		<hr/>
		\$2,692 41

1868.	CONTRA.	CR.
<i>January 1.</i>		
By cash of Commonwealth, State pauper		
account, . . . . .		\$100 00
of S. H. Fessenden, trout lease, .		400 00
for fishing permits, . . . . .		13 50
of Commonwealth, schools, . .		265 00
of Edwin Jones, pickerel permits, .		10 00
of William Swift, wood, . . . .		114 00
of M. Amos, towards tax, . . . .		204 08
of S. Attaquin, pickerel permits, .		61 00
of Commonwealth, re-imburse-		
ment State aid, . . . . .		96 00
of Commonwealth, schools, . . .		60 00
of F. L. Pells, for clams, . . . .		2 00
of E. W. Pocknet, wood, . . . .		2 50
of Commonwealth, State pauper		
account, . . . . .		133 86
M. Amos, towards amount paid		
for S. Edwards, . . . . .		20 00
of Lowell & Perkins, lease of		
Quashnet River, . . . . .		50 00
of A. Phinney, lease of beach, . .		5 00
of M. Amos, lease of Red Brook, .		1 00
of estate of Charles Marston, for		
compass, . . . . .		12 00
of L. L. Morse, lease of Mill		
Pond, . . . . .		50 00
of O. A. Coombs, wood, . . . . .		2 00
of Commonwealth, schools, . . . .		75 00
of Commonwealth, for State pau-		
per account, . . . . .		150 00
of County of Barnstable, for		
road, . . . . .		100 00
of E. M. Jones, wood, . . . . .		6 75
of T. C. Harlow, wood, \$8; F.		
L. Pells, do., \$7, . . . . .		15 00
of M. Amos, for wood to F. Hal-		
lett, . . . . .		5 00

By cash of M. Amos, balance of tax for

1867, . . . . .	\$150 00
towards marsh hire, . . . .	150 00
balance carried to new account, . . . .	438 72
	<hr/> \$2,692 41

S. C. HOWLAND, *Treasurer.*

SOUTH SANDWICH, September 30, 1868.

We, the Selectmen of Marshpee, hereby certify that we have examined the foregoing, and that the Treasurer has vouchers for the same, and that we are satisfied that it is correct, and hereby declare our approval of the same.

WILLIAM H. SIMON,  
WALTER R. MINGO,  
*Selectmen of Marshpee.*

MARSHPEE, October 1, 1868.

By the Act of 1853, the Treasurer is required to report, in each year, the receipts and disbursements of the treasury. That is shown by the foregoing account. He is also required to subjoin a particular statement of the "affairs" of the district. These do not change much from year to year. A good degree of health has been enjoyed by this people ever since I was Treasurer. In 1842 there were 183 person entitled to a division of 60 acres each from the common lands. 57 per cent. of those have died since that time. By the report of Mr. Earle, in 1861, there were belonging, residing on the district, 314 persons. 20 per cent. of those have died since that time; yet, I think the number of inhabitants is increasing slowly. There are 68 children, between 5 and 15 years, residing on the district, and two schools kept about 8 months each year; whole number of scholars, 67; average attendance about 70 per cent. Amount expended the past year, \$502.50.

The school committee conclude their report by saying, in behalf of the people of Marshpee, "we would renewedly express our gratitude for the continued aid of the Commonwealth, in maintaining our schools."

Rev. J. E. Wood closed his labor with them as their missionary in June last, and Rev. Isaac Woodbury has been engaged, for the present, to supply the pulpit.



There seems to me to be some things in Mr. Earle's report, respecting the district, that do not coincide with my views. He says, page 48, that a large proportion is destitute of water, and of little value, except for woodland, and that the growth of that is small and stunted. The growth of wood on Marshpee always has had notoriety contrary to that; and what he says on page 49, substantiates that the woodland is valuable, or would be, were it in market, to all persons. Also, I think, instead of its being nearly destitute of water, that the contrary is the case. Its average width is about three miles, and length nine. In the north part, near the line, are two ponds, of about 900 acres, from which flow a good stream of water through the whole length of the district. In the northwest part is another stream passing through its length, and another near its eastern bounds, together with some others of minor importance. At least one-tenth part of its surface is water, and that well distributed; so I think it cannot be said to be "nearly destitute."

On page 49 he says, provision was made for division of this domain, so that each proprietor, "each of the children of such proprietor," should receive 60 acres. No such provision is made for "each" child to have 60 acres. They are only to have what would have belonged to their parents, had they been living. On page 53, it is said that power to collect taxes is perfectly nugatory. Since I have been Treasurer, taxes have been yearly assessed, and the amount of each assessment has been paid into the treasury, except such abatements as have been allowed, and those are less than 5 per cent. of the amount. In the appendix, page 28, it is said, that it is "unknown" to what tribe or race Charlotte Lyons belongs. It need not be unknown any longer,—she belongs to Marshpee; was born and brought up there, &c.

I might name many other things, but it is not my purpose to criticise, only to say that the report should not be taken to show fully the condition of this people.

Also, I notice in the report of the Board of State Charities, for 1868, that their treasurer is appointed by the governor, whose business it is to manage the funds, &c. This was the case formerly; but in 1863, it was changed, and he is now chosen, in district meeting, by the proprietors, and has *no management* of the funds either from the district or State other

than to collect and pay out on the orders of the selectmen or votes of the district.

The subject of enfranchisement is being agitated on the district, and as report says, elsewhere; and I fully concur in the recommendations of the Board of State Charities, of 1868, on this subject—so far as the same relates to the district of Marshpee.

All of which is respectfully submitted.

S. C. HOWLAND, *Treasurer.*

SOUTH SANDWICH, October 1, 1868.



# PUBLIC DOCUMENT . . . . No. 34.

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## Commonwealth of Massachusetts.

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*The Account of John W. Bacon, Guardian of the Natick Indians, rendered to His Excellency the Governor and Honorable Council, for the year ending September 30, 1868.*

The said Guardian charges himself with the balance remaining in his hands on settlement of his last annual account, for the year ending September 30, 1867, . . . . . \$1,041 08  
And interest thereon for one year, . . . . . 62 46  

---

\$1,103 49

And asks to be allowed for the following sums of money expended for said Indians, and for his charges, to wit:—

1868.  
March 28. Paid Elizabeth Brown, . . . \$5 00  
Sept. 16. Paid Elizabeth Brown, . . . 5 00  
For services rendering account, &c., . . . 10 00  

---

20 00  

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Balance remaining in hands of Guardian, \$1,083 49

JOHN W. BACON,  
*Guardian of Natick Indians.*

MIDDLESEX, ss. October 29, 1868. Then personally appeared the above named John W. Bacon, and made oath that the foregoing account, by him exhibited, is in all respects just and true.

Before me, GEORGE L. SLEEPER, *Justice of the Peace.*

MIDDLESEX, ss. October 30, 1868.

Approved. WILLIAM A. RICHARDSON, *Judge of the Probate Court.*







# PUBLIC DOCUMENT . . . . No. 35.

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## Commonwealth of Massachusetts.

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*To His Excellency the Governor of the Commonwealth of Massachusetts, and the Honorable Council.*

The undersigned, Guardian of the Troy Indians, would respectfully submit the following Report for the year ending 30th September, 1868.

The general condition of the tribe remains about the same as at last report. Three births have occurred during the year: a son to Thomas and Julia Crank, born March 10, 1868; a son to William and Mary Perry, born 19th February, 1868, and a daughter to Josephus and Sophia Perry, born September, 1868. One death has occurred, viz.: a son of William and Mary Perry, died on the 23d of August, 1868, aged six months.

There are now six members of the tribe who from age and infirmity need a large part of their support from the State, viz.: Sarah Crank, Pamela Gardner, Persis Crank, Lydia Gardner and Lucretia Miller. One, James Crank, is still at the almshouse, Bridgewater.



The expenditures for the year ending December 31, 1867,  
were as follows, viz. :—

For supplies of provision, clothing, medical services, cutting and drawing wood, and other charges, .	\$469 46
Salary of Guardian, . . . . .	100 00
	<hr/>
	\$569 46
Received from rent of land, . . . . .	\$25 00
from State Treasurer, . . . . .	544 46
	<hr/>
	\$569 46

Respectfully submitted.

B. F. WINSLOW,  
*Guardian Troy Indians.*

FALL RIVER, October 1, 1868.





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RETURNS

OF THE

RAILROAD CORPORATIONS

IN

MASSACHUSETTS,

1868:

WITH

ABSTRACTS OF THE SAME.

---

PREPARED

BY OLIVER WARNER,

SECRETARY OF THE COMMONWEALTH.

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BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET, (CORNER OF FEDERAL.)

1869.



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**ERRATA.**

**Page 36.** The figures at foot of page are one line displaced.

**Page 38.** No. 6. For 123 read 183.

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# RAILROAD REPORTS,

FOR THE YEAR ENDING

November 30, 1868.

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**BERKSHIRE RAILROAD CORPORATION.**

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[For the Report of this Railroad, (not received at date of printing), see end of this volume.]

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## REPORT

OF THE

BOSTON, BARRE & GARDNER RAILROAD CORPORATION,  
FOR THE YEAR ENDING NOVEMBER 30, 1868.

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WORCESTER, January 5, 1869.

No progress has been made during the past year in the construction of this Road.

JOAB S. HOLT,  
H. N. TOWER,  
DAVID F. PARMENTER,  
F. H. KINNICUTT,  
D. S. MESSENGER,  
T. W. WELLINGTON,  
STEPHEN SALISBURY,*Directors of the Boston, Barre and Gardner Railroad.*

---

WORCESTER, ss. January 5, 1869. Then the above named J. S. Holt, H. N. Tower, David F. Parmenter and F. H. Kinnicutt, D. S. Messenger, and severally made oath that the above return by them subscribed is true.

Before me,

T. W. HAMMOND, *Justice of the Peace.*

---

WORCESTER, ss. January 5, 1869. Then personally appeared T. W. Wellington and Stephen Salisbury and made oath to the above statement.

Before me,

JOAB S. HOLT, *Justice of the Peace.*

## REPORT

OF THE

BOSTON AND ALBANY RAILROAD CORPORATION,  
FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$18,000,000 00
2. Number of shares of capital stock issued, . . . . .	149,341
3. Increase of capital, since last report,* . . . . .	None.
4. Capital paid in, per last report,* . . . . .	None.
5. Capital paid in, since last report,* . . . . .	None.
6. Total amount of capital stock paid in, . . . . .	14,934,100 00
7. Funded debt, per last report,* . . . . .	None.
8. Funded debt, paid since last report,* . . . . .	None.
9. Funded debt, increase of, since last report,* . . . . .	None.
10. Total present amount of funded debt, . . . . .	3,442,520 00
11. Floating debt, per last report,* . . . . .	None.
12. Floating debt, paid since last report,* . . . . .	None.
13. Floating debt, increase of, since last report,* . . . . .	None.
14. Total present amount of floating debt, . . . . .	1,294,500 00
15. Total present amount of funded and floating debt, . . . . .	4,737,020 00
16. Average rate of interest per annum, paid during the year, . . . . .	5 per cent.
17. Maximum amount of debts during the year, . . . . .	4,737,020 00
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report,* . . . . .	\$4,510,703 38
19. For graduation and masonry, paid during the past year, . . . . .	56,588 43
20. Total am't expended for graduation and masonry, . . . . .	\$4,567,291 81
21. For wooden bridges, per last report,* . . . . .	477,512 87
22. For wooden bridges, paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	477,512 87
24. Total amount expended for iron bridges, (if any,) . . . . .	16,534 80
25. For superstructure, including iron, per last report,* . . . . .	3,667,216 90
26. For superstructure, including iron, paid during the past year, . . . . .	28,000 00
27. Total amount expended for superstructure, including iron, . . . . .	3,695,216 90
28. For stations, buildings and fixtures, per last report,* . . . . .	1,407,167 89
29. For stations, buildings and fixtures, paid during the past year, . . . . .	181,914 69
30. Total amount expended for stations, buildings and fixtures, . . . . .	1,539,682 58
31. For land, land-damages and fences, per last report,* . . . . .	1,426,801 65
32. For land, land-damages and fences, paid during the past year, . . . . .	394,137 00

\* See Reports of the Western, and Boston and Worcester Railroad Corporations, made prior to consolidation.

33. Total amount expended for land, land-damages and fences, . . . . .	\$1,820,938 65
34. For locomotives, per last report,* . . . . .	\$556,232 88
35. For locomotives paid during the past year, . . . . .	-
36. Total amount expended for locomotives, . . . . .	856,232 88
37. For passenger and baggage cars, per last report,* . . . . .	196,800 58
38. For passenger and baggage cars paid during the past year, . . . . .	25,000 00
39. Total amount expended for passenger and baggage cars, . . . . .	221,800 58
40. For merchandise cars, per last report,* . . . . .	1,096,167 03
41. For merchandise cars paid during the past year, . . . . .	50,000 00
42. Total amount expended for merchandise cars, . . . . .	1,146,167 03
43. For engineering, per last report,* . . . . .	390,974 31
44. For engineering paid during the past year, . . . . .	-
45. Total amount expended for engineering, . . . . .	390,974 31
46. For agencies and other expenses, per last report,* . . . . .	1,019,167 41
47. For agencies and other expenses paid during the past year, . . . . .	-
48. Total amount expended for agencies and other expenses, . . . . .	1,019,167 41
[Total cost Albany and W. Stockbridge R. R.,] . . . . .	2,411,055 75
[Total cost Hudson and Boston Railroad, and W. S. R. R. stock,] . . . . .	216,036 01
49. Total cost of road and equipment, . . . . .	\$18,378,001 58
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-
<b>CHARACTERISTICS OF ROAD.</b>	
51. Length of road, . . . . .	200 65-100 miles.
52. Length of single main track, . . . . .	25-100 miles.
53. Length of double main track, . . . . .	200 40-100 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	41 1-3 miles.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	65 3-100 miles.
56. Weight of rail, per yard, in main road, . . . . .	66 to 80 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	60 lbs.
58. Maximum grade, with its length, in main road, . . . . .	83 feet, 1½ miles.
59. Maximum grade, with its length, in branch roads, . . . . .	188 feet for 1,000 feet.
60. Total rise and fall in main road, . . . . .	5,807 feet.
61. Total rise and fall in branch roads, . . . . .	875 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	600 for 900 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	500 for 1,080 feet.
64. Total degrees of curvature in main road, . . . . .	8,225°
65. Total degrees of curvature in branch roads, . . . . .	1,228°
66. Total length of straight line in main road, . . . . .	88 36-100 miles.
67. Total length of straight line in branches, . . . . .	15 7-8 miles.
68. Aggregate length of wooden truss bridges, . . . . .	6,886½ feet.
69. Aggregate length of all other wooden bridges, . . . . .	3,118 feet.
70. Aggregate length of iron bridges, . . . . .	125 feet.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	179
73. Number of railroads crossed at grade, . . . . .	5
74. Remarks, . . . . .	None.

\* See Reports of the Western, and Boston and Worcester Railroad Corporations, made prior to consolidation.

75. Way stations for express trains, . . . .	13
76. Way stations for accommodation trains, . . . .	50
77. Flag stations, . . . .	10
78. Whole number of way stations, . . . .	63
79. Whole number of flag stations, . . . .	10

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . .	945,933	
81. Miles run by freight trains, . . . .	1,639,618	
82. Miles run by other trains, . . . .	142,007	
83. Total miles run, . . . .		2,727,558
84. Number of passengers carried in the cars, . . . .	3,622,114	
85. Number of passenger carried one mile, . . . .	83,999,432	
86. Number of tons of merchandise carried in the cars, . . . .	1,319,059	
87. Number of tons of merchandise carried one mile, . . . .	121,348,891	
88. Number of passengers carried one mile, to and from other roads, . . . .	36,765,636	
89. Number of tons carried one mile, to and from other roads, . . . .	23,726,781	
90. Rate of speed adopted for express passenger trains, including stops, . . . .	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . .	32 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . .	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . .	-	
95. Average rate of speed adopted for freight trains, including stops, . . . .	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . .	47,618,942 tons.	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . .	170,200,000 tons.	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . .	\$598,553 76	
99. For repairs of wooden bridges, . . . .	89,389 10	
100. For wages of switchmen, average per month, . . . .	\$50 00	Total,
101. For wages of gate-keepers, average per month, . . . .	50 00	
102. For wages of signal-men, average per month, . . . .	50 00	
103. For wages of watchmen, average per month, . . . .	50 00	
104. Number of men employed, exclusive of those engaged in construction, . . . .	3,411 men.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . .	\$9,469 01	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . .	8,455 89	
107. Total for maintenance of way, . . . .	\$653,812 76	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . .	\$325,856 75
109. For new locomotives, to cover depreciation, . . . .	25,000 00
110. For repairs of passenger cars, . . . .	140,716 32
111. For new passenger cars, to cover depreciation, . . . .	20,000 00

112. For repairs of merchandise cars, . . . . .	\$326,746 14
113. For new merchandise cars, to cover depreciation, . . . . .	50,000 00
114. For repairs of gravel and other cars, . . . . .	5,500 00
115. Total for maintenance of motive power and cars, . . . . .	\$893,818 21
116. Number of engines, . . . . .	144
117. Number of passenger cars, . . . . .	108; also, 98-234 parts of 34 first-class cars, and 13 cars for express, and 2 post-office cars for gov- ernment, and 8 baggage cars; also, 2-5 of 6 pas- senger cars and 2 bag- gage cars on steamboat train.
118. Number of baggage cars, . . . . .	34
119. Number of merchandise cars, . . . . .	2,334
120. Number of gravel cars, . . . . .	137

## MISCELLANEOUS.

21. For fuel used by engines during the year, viz.:—	
1. Wood, No. of cords, 47,865. Cost of the same, . . . . .	\$330,890 63
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 35,293. Cost of same, . . . . .	289,916 88
[Coal for other purposes,] . . . . .	31,377 88
22. For oil used by cars and engines, . . . . .	71,850 26
23. For waste and other material for cleaning, . . . . .	16,969 20
24. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	991,516 76
25. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	
26. For gratuities and damages, . . . . .	40,875 24
27. For taxes and insurance, . . . . .	239,609 30
28. For ferries, . . . . .	22,905 88
29. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	201,628 12
30. For renewals of iron, including laying down, . . . . .	315,000 00
31. For new iron laid down, deducting the value of old iron taken up, . . . . .	
32. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	None.
33. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	None.
34. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	56,002 19
35. Total miscellaneous, . . . . .	\$2,608,541 84
36. Total expenditures for working the road, . . . . .	\$4,156,172 81
37. Total amount of interest paid during the year, [Interest on State loan and exchange,] . . . . .	314,397 64
[One per cent. to sinking fund, and premium on gold,] . . . . .	40,000 00

## INCOME DURING THE YEAR.

38. For Passengers :—	
1. On main road including branches owned by company, . . . . .	\$2,290,568 41
2. To and from other roads, specifying what, . . . . .	

**139. For Freight :**

1. On main road and branches owned by company, . . . . .	}	\$3,410,892 76
2. To and from other connecting roads, . . . . .		
140. U. S. mails, . . . . .		57,575 00
141. Rents, [and other sources,] . . . . .		315,668 85
142. Total income, . . . . .		\$6,074,605 02
143. Net earnings, after deducting expenses, . . . . .		1,918,432 21
[Interest, exchange, &c., as above, \$354,407.64.]		1,564,024 57

**DIVIDENDS.**

144. 10 per cent. Total, [inc. gov't tax, \$75,397.08,]		\$1,507,942 08
145. Surplus not divided, . . . . .		\$56,092 49
[Appropriated for insurance,] . . . . .		30,000 00
		26,092 49
146. Surplus last year, [Western, and Boston and Worcester Railroads,] . . . . .		2,307,642 15
[Reduced by settlement of sundry accounts, \$116,698.43; payment of \$10 per share to B. & W. R. R. stockholders, \$500,000.00,].		616,698 43
		1,690,963 72
147. Total surplus, . . . . .		1,717,056 21

**ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—**

148. Of road and bridges, . . . . .	—	—
149. Buildings, . . . . .	—	—
150. Engines and cars, . . . . .	—	—

**MORTGAGE DEBTS.**

151. Amount of debt secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	—	—
152. Mortgage debt paid since last report, . . . . .	—	—
153. Increase of mortgage debt since last report, . . . . .	—	—
154. Present amount of mortgage debts, . . . . .	\$2,644,520 00	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	Two.	

**ACCIDENTS.**

1867. *December 22.*—James McCurdy, an employé, was killed at Wellesley.

1868. *February 27.*—Henry Johnson fell on track at Millbury, was run over by freight car, and killed.

*February 28.*—James Kelliver, a boy, while attempting to get upon freight train at Brighton, was run over and killed.

*February 29.*—Frank Avery, conductor of a freight train, while coupling cars at Huntington, fell beneath the cars, was run over and killed.

*April 18.*—William Aiken, an insane man, was run over at Green Street crossing, in Worcester, and killed.

*April 29.*—David Callahan, while attempting to cross the track in front of Boston depot, was struck by train, and killed.

*May 20.*—Mary Shay, while attempting to pass under freight cars at Springfield, was run over and killed.

*June 22.*—An unknown man, while walking upon the track near Warren, was run over and killed.

*July 9.*—Henry Parker was struck by engine at Harvard Street crossing, Boston, and killed.

*July 12.*—James P. Goodwin, brakeman, fell from train while running, and was killed.

July 15.—Dennis Shehan, while walking upon the track at Wellealey, was struck by engine, and killed.

July 23.—Timothy Dugan, brakeman, fell under the cars in Boston, and was killed.

August 29.—J. O'Neil, while walking upon the track in Boston, was run over and killed.

August 31.—A. S. Hartford, while walking upon the track near Cottage Farm, was run over and killed.

September 2.—Arthur Bills, brakeman, was killed at Russell in consequence of freight train running off track.

September 9.—An unknown man, while walking upon the track near Westborough, was run over and killed.

September 21.—James Mahoney, employé, fell from gravel train near Natick, was run over and killed.

October 7.—Daniel Lynch, while walking upon the track in Boston, was run over and killed.

October 10.—An unknown man, while walking upon the track near State line, was run over and killed.

October 14.—Ellis Thompson was struck by express train at West Warren, and killed.

October 19.—James Harvey, while attempting to get a ride upon freight train at Pittsfield, fell, was run over and killed.

November 13.—Wm. O'Neil fell between two platform cars in Boston, was run over and killed.

November 17.—Edward Nolan, employé, fell from freight train near Westfield, was run over and died next day.

C. W. CHAPIN,  
D. WALDO LINCOLN,  
GINERY TWICHELL,  
JOSIAH STICKNEY,  
DANIEL DENNY,  
GEO. A. SHAW,  
AVERY PLUMER,  
WILLIAM MIXTER,  
JAMES D. COLT,  
IGNATIUS SARGENT,  
JONA. D. WHEELER,  
THOS. F. PLUNKETT,  
WILLIAM CLAFLIN,

*Directors of the Boston and Albany Railroad Corporation.*

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SUFFOLK, ss. January 5, 1869. Then personally appeared C. W. Chapin, D. Waldo Lincoln, Ginery Twichell, Josiah Stickney, Daniel Denny, Geo. A. Shaw, Avery Plumer, William Mixter, James D. Colt, Thomas F. Plunkett and William Claflin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

CHAS. E. STEVENS, *Justice of the Peace.*

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SUFFOLK, ss. January 6, 1869. Then personally appeared Ignatius Sargent, and Jonathan D. Wheeler, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

WM. B. STEVENS, *Justice of the Peace.*



# R E P O R T

## OF THE

### BOSTON, CLINTON AND FITCHBURG R. R. CORPORATION,

#### FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [authorized by law,]		\$1,008,800 00
2. Number of shares of capital stock issued,		
[Guaranteed, 600 shares; common, 1,794; preferred, 3,852 shares,]		
3. Increase of capital since last report,	6,246 shares.	
4. Capital paid in, per last report,	None.	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		624,600 00
7. Funded debt, per last report,	\$400,000 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		400,000 00
11. Floating debt, per last report,	20,784 25	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	48,814 19	
14. Total present amount of floating debt,		69,598 44
15. Total present amount of funded and floating debt,		469,598 44
16. Average rate of interest per annum paid during the year,	6½ per cent.	
17. Maximum amount of debts during the year,	469,598 44	
<b>COST OF ROAD AND EQUIPMENT.</b>		
18. For graduation and masonry, per last report,	\$322,326 15	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		322,326 15
21. For wooden bridges, per last report,	33,251 65	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		33,251 65
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	298,225 91	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		298,225 91
28. For stations, buildings and fixtures, per last report,	33,645 99	
29. For stations, buildings and fixtures paid during the past year,	1,274 91	
30. Total amount expended for stations, buildings and fixtures,		34,920 90
31. For land, land-damages and fences, per last report,	59,468 07	
32. For land, land-damages and fences paid during the past year,	10,050 43	

33. Total amount expended for land, land-damages, and fences, . . . . .		\$69,548 50
34. For locomotives, per last report, . . . . .	\$57,646 88	
35. For locomotives paid during the past year, . . . . .	10,000 00	
36. Total amount expended for locomotives, . . . . .		67,646 88
37. For passenger and baggage cars, per last report, . . . . .	27,996 39	
38. For passenger and baggage cars paid during the past year, . . . . .	19,162 50	
39. Total amount expended for passenger and baggage cars, . . . . .		47,157 89
40. For merchandise cars, per last report, . . . . .	24,701 23	
41. For merchandise cars paid during the past year, . . . . .	46,000 00	
42. Total amount expended for merchandise cars, . . . . .		70,701 23
43. For engineering, per last report, . . . . .	20,210 93	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		20,210 93
46. For agencies and other expenses, per last report, . . . . .	62,806 05	
47. For agencies and other expenses, paid during the past year, . . . . .	208 47	
48. Total amount expended for agencies and other expenses, . . . . .		63,014 52
49. Total cost of road and equipment, . . . . .		\$1,027,004 56
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .		-
CHARACTERISTICS OF ROAD.		
51. Length of road, . . . . .	28 969-1,000 miles.	
52. Length of single main track, . . . . .	28 969-1,000 miles.	
53. Length of double main track, . . . . .	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .		-
56. Weight of rail, per yard, in main road, . . . . .	48, 50, 52.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .		-
58. Maximum grade, with its length, in main road, . . . . .	{ 84 feet per mile for 2,000 ft. near Marlborough, but no other over 60 ft.	
59. Maximum grade, with its length, in branch roads, . . . . .		
60. Total rise and fall in main road, . . . . .	894 95-100.	
61. Total rise and fall in branch roads, . . . . .	None.	
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	738 feet for 110 ft.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.	
64. Total degrees of curvature in main road, . . . . .	1,673° 47'	
65. Total degrees of curvature in branch roads, . . . . .	None.	
66. Total length of straight line in main road, . . . . .	16 420-1,000 miles.	
67. Total length of straight line in branches, . . . . .	None.	
68. Aggregate length of wooden truss bridges, . . . . .	263½ feet.	
69. Aggregate length of all other wooden bridges, . . . . .	176 feet.	
70. Aggregate length of iron bridges, . . . . .	None.	
71. Whole length of road unfenced on both sides, . . . . .	None.	
72. Number of public ways crossed at grade, . . . . .	40	
73. Number of railroads crossed at grade, . . . . .	1	
74. Remarks, . . . . .	-	
75. Way stations for express trains, . . . . .	No express.	
76. Way stations for accommodation trains, . . . . .	10	
77. Flag stations, . . . . .	1	
78. Whole number of way stations, . . . . .	10	
79. Whole number of flag stations, . . . . .	1	

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . . .	71,364	
81. Miles run by freight trains, . . . . .	27,660	
82. Miles run by other trains, . . . . .	1,800	
83. Total miles run, . . . . .		100,124
84. Number of passengers carried in the cars, . . . . .	114,161	
85. Number of passengers carried one mile, . . . . .	2,084,226	
86. Number of tons of merchandise carried in the cars, . . . . .	46,458	
87. Number of tons of merchandise carried one mile, . . . . .	1,179,386	
88. Number of passengers carried one mile, to and from other roads, . . . . .	1,712,950	
89. Number of tons carried one mile, to and from other roads, . . . . .	1,116,574	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	No express trains.	
92. Rate of speed adopted for accommodation trains, . . . . .	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	26 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	17 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	1,473,200 tons.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	3,682,100 tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$22,707 45	
99. For repairs of wooden bridges, . . . . .	840 45	
100. For wages of switchmen, average per month, . . . . .	\$45 00	
101. For wages of gate-keepers, average per month, . . . . .	15 00	
102. For wages of signal-men, average per month, . . . . .	45 00	
103. For wages of watchmen, average per month, . . . . .	50 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	80	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	166 36	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	-	
107. Total for maintenance of way, . . . . .		\$25,792 54
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . . . .	\$7,029 36	
109. For new locomotives, to cover depreciation, . . . . .	None.	
110. For repairs of passenger cars, . . . . .	3,566 91	
111. For new passenger cars, to cover depreciation, . . . . .	None.	
112. For repairs of merchandise cars, . . . . .	3,323 10	
113. For new merchandise cars, to cover depreciation, . . . . .	None.	
114. For repairs of gravel and other cars, . . . . .	-	
115. Total for maintenance of motive power and cars, . . . . .		\$13,919 37
116. Number of engines, . . . . .	5	
117. Number of passenger cars, . . . . .	7	
118. Number of baggage cars, . . . . .	4	

19. Number of merchandise cars, . . . . .	50 box ; 25 platform.
20. Number of gravel cars, . . . . .	20 coal cars.
<b>MISCELLANEOUS.</b>	
21. For fuel used by engines during the year, viz. :—	
1. Wood, number of cords, 3,384. Cost of the same, \$5.28, . . . . .	\$17,882 85
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 617 tons. Cost of the same, \$9.60, . . . . .	5,921 00
22. For oil used by cars and engines, . . . . .	2,677 01
23. For waste and other material for cleaning, . . . . .	476 60
24. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	13,809 74
25. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	12,098 69
26. For gratuities and damages, . . . . .	742 32
27. For taxes and insurance, . . . . .	4,412 59
28. For ferries, . . . . .	—
29. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	951 66
30. For renewals of iron, including laying down, . . . . .	—
31. For new iron laid down, deducting the value of old iron taken up, . . . . .	5,159 55
32. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	—
33. For amount paid other companies, as rent for use of their roads, specifying each company, [Paid to F. & W. R. R. Co.] . . . . .	12,000 00
34. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, [\$4,474.82,] [\$829.28.] . . . . .	5,304 10
35. Total miscellaneous, . . . . .	\$81,435 61
36. Total expenditures for working the road, . . . . .	121,147 52
37. Total amount of interest paid during the year, . . . . .	25,469 81
<b>INCOME DURING THE YEAR.</b>	
38. For Passengers :—	
1. On main road, including branches owned by company, . . . . .	\$93,140 57*
2. To and from other roads, specifying what, . . . . .	None.
39. For Freight :—	
1. On main road and branches owned by Co., . . . . .	77,255 51*
2. To and from other connecting roads, . . . . .	—
40. U. S. mails, . . . . .	1,898 73
41. Rents, . . . . .	4,590 67
42. Total income, . . . . .	\$176,880 48
43. Net earnings, after deducting expenses [and interest,] . . . . .	30,263 15
<b>DIVIDENDS.</b>	
44. 6 per cent. Total, [on \$60,000. Guaranteed by Boston and Albany R. R.] . . . . .	\$3,600 00
45. Surplus not divided, . . . . .	26,663 15
46. Surplus last year, . . . . .	None.
47. Expenses exceeded income in 1866 and 1867.] . . . . .	[26,436 25]
47. Total surplus, . . . . .	236 90

\* This includes old settlements with Boston and Albany R. R.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of road and bridges, . . . . .	None.
149. Buildings, . . . . .	None.
150. Engines and cars, . . . . .	None.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report, . . . . .	\$400,000 00
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	400,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	One.

LYMAN NICHOLS,  
 ALBERT BALLARD,  
 CYRUS GALE,  
 WM. D. PECK,  
 GEO. A. TORREY,  
 E. A. HARRIS,  
 HALE W. PAGE,  
 GEO. E. TOWNE,

*Directors of the Boston, Clinton and Fitchburg Railroad Corporation.*

WORCESTER, ss. December 31, 1868. Then personally appeared Lyman Nichols,  
 Albert Ballard, Cyrus Gale, Wm. D. Peck, Geo. A. Torrey, E. A. Harris and Hale  
 W. Page, and severally made oath to the truth of the foregoing statement by them  
 subscribed.

Before

H. A. BLOOD, *Justice of the Peace.*

**BOSTON, HARTFORD AND ERIE R. R. CORPORATION.**

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[For the Report of this Railroad, (not received at date of printing,) see end of this volume.]

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## R E P O R T

OF THE

## BOSTON AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$2,169,000 00
2. Number of shares of capital stock issued, . . . . .	4,338
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	1,891,500 00
5. Capital paid in since last report, . . . . .	277,500 00
6. Total amount of capital stock paid in, . . . . .	\$2,169,000 00
7. Funded debt, per last report, . . . . .	944,500 00
8. Funded debt paid since last report, . . . . .	277,500 00
9. Funded debt, increase of, since last report, . . . . .	-
10. Total present amount of funded debt, . . . . .	667,000 00
11. Floating debt, per last report, . . . . .	74,604 90
12. Floating debt paid since last report, . . . . .	-
13. Floating debt, increase of, since last report, . . . . .	15,239 45
14. Total present amount of floating debt, . . . . .	89,844 35
15. Total present amount of funded and floating debt, . . . . .	756,844 35
16. Average rate of interest per annum paid during the year, . . . . .	Six per cent.
17. Maximum amount of debts during the year, . . . . .	756,844 35
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$453,117 14
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total amt expended for graduation and masonry, . . . . .	\$453,117 14
21. For wooden bridges, per last report, . . . . .	119,557 16
22. For wooden bridges paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	119,557 16
24. Total amount expended for iron bridges, (if any,) . . . . .	-
25. For superstructure, including iron, per last report, . . . . .	367,824 62
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	367,824 62
28. For stations, buildings and fixtures, per last report, . . . . .	922,348 66
29. For stations, buildings and fixtures, paid during the past year, . . . . .	3,900 65
30. Total amount expended for stations, buildings and fixtures, . . . . .	926,249 31
31. For land, land-damages and fences, per last report, . . . . .	560,047 46

32. For land, land-damages and fences, paid during the past year, . . . . .	-	-
33. Total amount expended for land, land-damages, and fences, . . . . .	\$92,801 76	\$560,047 46
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	34,204 75	92,801 76
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	56,338 85	34,204 72
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	47,359 07	56,338 85
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	47,359 07
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	-
49. Total cost of road and equipment, . . . . .	-	\$2,657,500 12
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	599,891 64	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	26½ miles.
52. Length of single main track, . . . . .	None.
53. Length of double main track, . . . . .	26½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	1½ miles and 585 feet.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	16 miles and 3,824 feet.
56. Weight of rail, per yard, in main road, . . . . .	56 to 63 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 lbs.
58. Maximum grade, with its length, in main road, . . . . .	10 ft. per mile, 6 28-100 mls.
59. Maximum grade, with its length, in branch roads, . . . . .	54 ft. per mile, 5,000 feet.
60. Total rise and fall in main road, . . . . .	189 93-100 ft.
61. Total rise and fall in branch roads, . . . . .	73 54-100 ft.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,654 ft.—2,800 ft. radius.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	662 ft.—1,957 ft. radius.
64. Total degrees of curvature, in main road, . . . . .	665°
65. Total degrees of curvature, in branch roads, . . . . .	108°
66. Total length of straight line, in main road, . . . . .	18 miles and 2,144 ft.
67. Total length of straight line, in branches, . . . . .	1 mile and 1,811 ft.
68. Aggregate length of wooden truss bridges, . . . . .	63 ft.
69. Aggregate length of all other wooden bridges, . . . . .	3,577 ft.
70. Aggregate length of iron bridges, . . . . .	-
71. Whole length of road unfenced on both sides, . . . . .	-
72. Number of public ways crossed at grade, . . . . .	13
73. Number of railroads crossed at grade, . . . . .	1
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	-
76. Way stations for accommodation trains, . . . . .	9
77. Flag stations, . . . . .	13
78. Whole number of way stations, . . . . .	9
79. Whole number of flag stations, . . . . .	13



## DOINGS DURING THE YEAR.

[Including our proportions of Salem and Lowell, Lowell and Lawrence, Stony Brook and Stoneham Branch Railroads.]

80. Miles run by passenger trains, . . . . .	264,821	
81. Miles run by freight trains, . . . . .	222,203	
82. Miles run by other trains, . . . . .	Included above.	
83. Total miles run, . . . . .		487,024
84. Number of passengers carried in the cars, . . . . .	1,097,956	
85. Number of passengers carried one mile, . . . . .	15,675,986	
86. Number of tons of merchandise carried in the cars, . . . . .	413,730	
87. Number of tons of merchandise carried one mile, . . . . .	11,744,245	
88. Number of passengers carried one mile, to and from other roads, . . . . .	3,408,252	
89. Number of tons carried one mile, to and from other roads, . . . . .	7,351,537	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	30 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . . .	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	7,837,993	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	17,661,367	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$84,577 05	
99. For repairs of wooden bridges, . . . . .	16,321 28	
100. For wages of switchmen, average per \$ month, . . . . .	Total, 13,000 76	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	-	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	1,968 33	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	37,692 62	
107. Total for maintenance of way, . . . . .		\$163,560 04

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$40,394 72	
109. For new locomotives, to cover depreciation, . . . . .	16,974 00	
110. For repairs of passenger cars, . . . . .	26,154 75	
111. For new passenger cars, to cover depreciation, . . . . .	Nothing.	
112. For repairs of merchandise cars, . . . . .	33,804 23	
113. For new merchandise cars, to cover depreciation, . . . . .	10,627 70	
114. For repairs of gravel and other cars, . . . . .	Included above.	
115. Total for maintenance of motive power and cars, . . . . .		127,955 40

116. Number of engines, . . . . .	28
117. Number of passenger cars, . . . . .	30
118. Number of baggage cars, . . . . .	16
119. Number of merchandise cars, . . . . .	522
120. Number of gravel cars, . . . . .	186

## MISCELLANEOUS.

[For fuel used for sundry purposes,] . . . . .	\$9,585 96	
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 11,217. Cost of the same, . . . . .	59,646 92	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2,969. Cost of same, . . . . .	24,345 09	
122. For oil used by cars and engines, . . . . .	} 11,892 86	
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	63,520 95	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	110,996 93	
126. For gratuities and damages, . . . . .	4,818 15	
127. For taxes and insurance, . . . . .	32,818 53	
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	8,698 83	
130. For renewals of iron, including laying down, . . . . .	} 38,861 08	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,* . . . . .	40,648 64	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	18,756 53	
135. Total miscellaneous, . . . . .		\$424,590 47
136. Total expenditures for working the road, . . . . .		706,105 91
137. Total amount of interest paid during the year, . . . . .	45,998 60	

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$321,296 20	
2. To and from other roads, specifying what, . . . . .	73,567 43	
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, . . . . .	326,684 32	
2. To and from other connecting roads, . . . . .	212,898 40	
140. U. S. mails, [\$5,882.13.] [Expresses, \$16,112.26.] . . . . .	21,994 39	
141. Rents, [and miscellaneous receipts,] . . . . .	19,545 57	
142. Total income, . . . . .		\$975,986 31
143. Net earnings, after deducting expenses, . . . . .	223,881 80	

## DIVIDENDS.

144. 8 per cent. Total, [\$155,020. Stockholders' taxes, \$25,355.93,] . . . . .		\$180,375 93
145. Surplus not divided, . . . . .	\$43,505 87	
146. Surplus last year, . . . . .	288,041 54	
147. Total surplus, . . . . .		331,547 41

\* Salem and Lowell R. R., \$12,075.00. Lowell and Lawrence, \$15,028.20. Stony Brook, \$13,545.44.

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**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,**  
**VIZ. :—**

148. Of road and bridges, . . . . .	} Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

**MORTGAGE DEBTS.**

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	

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**ACCIDENTS.**

*February 18, 1868.*—The locomotive "William Sturgis" exploded at Lowell, causing the deaths of Geo. P. Spalding, engineer, Stillman C. White, fireman, and Henry Smith, an employé. John Welch, an employé, received severe injuries.

*March 18.*—Catherine Crowley, of North Billerica, jumped from a passenger train while in motion, receiving injuries which caused her death.

*March 21.*—Timothy Bigelow was badly hurt by jumping from a passenger train, while in motion, near Winter Hill station.

*April 7.*—James H. Burnham, an employé, was killed while shifting cars at Lowell.

*June 3.*—Chas. H. Cox, of Somerville, a passenger, while leaning from the platform of a car when entering the depot in Boston, came in contact with a door-post, receiving injuries which required the amputation of one leg.

*June 6.*—Perry J. Cole, of Stoneham, attempted to get upon a train while in motion, at Winchester Station, and so badly injured one leg that amputation was necessary.

*August 15.*—William Cunningham was run over near East Cambridge, and died in the Hospital from injuries received.

*November 3.*—John Courtney, of Nashua, N. H., had one foot badly bruised by attempting to get upon a passenger train while in motion, at East Cambridge.

F. B. CROWNINSHIELD,  
 J. G. ABBOT,  
 WM. MINOT, JR.,  
 H. HOSFORD,

*Directors of the Boston and Lowell Railroad Corporation.*

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**SUFFOLK, ss.** January 5, 1869. Then personally appeared Josiah G. Abbot and H. Hosford, and made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

J. THOS. STEPHENSON, *Justice of the Peace.*

SUFFOLK, ss. January 2, 1869. Then personally appeared F. B. Crowninshield, and made oath to the truth of the foregoing return by him subscribed, according to his best knowledge and belief.

Before

SAML. L. CROCKER, *Justice of the Peace.*

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SUFFOLK, ss. January 5, 1869. Then personally appeared Wm. Minot, Jr., and made oath to the truth of the foregoing return, by him subscribed, according to his best knowledge and belief.

Before me,

CHAS. J. HAYDEN, *Justice of the Peace.*

## REPORT

OF THE

## BOSTON AND MAINE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$4,550,000 00
2. Number of shares of capital stock issued, . . . . .	45,500
3. Increase of capital since last report, . . . . .	\$394,300 00
4. Capital paid in, per last report, . . . . .	4,076,974 52
5. Capital paid in since last report, . . . . .	394,300 00
6. Total amount of capital stock paid in, . . . . .	4,471,274 52
7. Funded debt, per last report, . . . . .	Nothing.
8. Funded debt paid since last report, . . . . .	Nothing.
9. Funded debt, increase of, since last report, . . . . .	Nothing.
10. Total present amount of funded debt, . . . . .	Nothing.
11. Floating debt, per last report, . . . . .	Nothing.
12. Floating debt paid since last report, . . . . .	Nothing.
13. Floating debt, increase of, since last report, . . . . .	210,000 00
14. Total present amount of floating debt, . . . . .	210,000 00
15. Total present amount of funded and floating debt, . . . . .	210,000 00
16. Average rate of interest per annum, paid during the year, . . . . .	Six per cent.
17. Maximum amount of debts during the year, . . . . .	210,000 00
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . . . .	\$884,067 40
19. For graduation and masonry paid during the past year, . . . . .	2,000 00
20. Total am't expended for graduation and masonry, . . . . .	\$886,067 40
21. For wooden bridges, per last report, . . . . .	371,468 55
22. For wooden bridges paid during the past year, . . . . .	Nothing.
23. Total amount expended for wooden bridges, . . . . .	371,468 55
24. Total amount expended for iron bridges (if any,) . . . . .	Not any.
25. For superstructure, including iron, per last report, . . . . .	1,009,523 89
26. For superstructure, including iron, paid during the past year, . . . . .	11,650 00
27. Total amount expended for superstructure, including iron, . . . . .	1,021,173 89
28. For stations, buildings and fixtures, per last report, . . . . .	597,122 78
29. For stations, buildings and fixtures paid during the past year, . . . . .	116,906 44
30. Total amount expended for stations, buildings and fixtures, . . . . .	714,029 22
31. For land, land-damages and fences, per last report, . . . . .	952,825 37
32. For land, land-damages and fences paid during the past year, . . . . .	59,200 00

33. Total amount expended for land, land-damages, and fences, . . . . .	\$1,012,025 37
34. For locomotives, per last report, . . . . .	\$268,400 00
35. For locomotives paid during the past year, . . . . .	Nothing.
36. Total amount expended for locomotives, . . . . .	268,400 00
37. For passenger and baggage cars, per last report, . . . . .	98,484 52
38. For passenger and baggage cars paid during the past year, . . . . .	30,302 04
39. Total amount expended for passenger and baggage cars, . . . . .	128,786 56
40. For merchandise cars, per last report, . . . . .	260,532 71
41. For merchandise cars paid during the past year, . . . . .	Nothing.
42. Total amount expended for merchandise cars, . . . . .	260,532 71
43. For engineering, per last report, . . . . .	} In agencies below.
44. For engineering paid during the past year, . . . . .	
45. Total amount expended for engineering, . . . . .	
46. For agencies and other expenses, per last report, . . . . .	
47. For agencies and other expenses paid during the past year, . . . . .	272,388 94
48. Total amount expended for agencies and other expenses, . . . . .	1,438 56
49. Total cost of road and equipment, . . . . .	273,827 50
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [after deducting dividend due Jan. 1, 1869, and adjusted and unadjusted liabilities as estimated,]	4,936,611 20
	524,605 77

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	74 28-100 miles.
52. Length of single main track, . . . . .	46 47-100 miles.
53. Length of double main track, . . . . .	27 79-100 miles.
54. Length of branches owned by the company, stating whether they have a single or double track, . . . . .	} 1 4-100 miles double; in all 8 79-100 miles.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	
56. Weight of rail, per yard, in main road, . . . . .	27 miles, 3,397 feet.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	{ Nearly three miles, 48 lbs; balance, 56 to 60 lbs.
58. Maximum grade, with its length, in main road, . . . . .	
59. Maximum grade, with its length, in branch roads, . . . . .	48. 56, 58 and 60 lbs.
60. Total rise and fall in main road, . . . . .	47 ft. per mile for 77-100 mls.
61. Total rise and fall in branch roads, . . . . .	{ 36 ft. per mile for 1 40-100 miles.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	1,498 feet.
64. Total degrees of curvature, in main road, . . . . .	146 feet.
65. Total degrees of curvature, in branch roads, . . . . .	1,050 ft. radius; l'gth, 1,150 ft.
66. Total length of straight line, in main road, . . . . .	1,000 ft. radius; l'gth, 1,150 ft.
67. Total length of straight line, in branches, . . . . .	1,988°
68. Aggregate length of wooden truss bridges, . . . . .	456°
69. Aggregate length of all other wooden bridges, . . . . .	49 73-100 miles.
70. Aggregate length of iron bridges, . . . . .	5 31-100 miles.
71. Whole length of road unfenced on both sides, . . . . .	2,359 feet.
72. Number of public ways crossed at grade, . . . . .	7,007 feet.
73. Number of railroads crossed at grade, . . . . .	Not any.
74. Remarks, . . . . .	1 3-8 miles.
75. Way stations for express trains, . . . . .	98
76. Way stations for accommodation trains, . . . . .	1 horse and 5 steam.
77. Flag stations, . . . . .	None.
	None.
	20
	7

78. Whole number of way stations, . . . . .	20	
79. Whole number of flag stations, . . . . .	7	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . . .	599,399	
81. Miles run by freight trains, . . . . .	306,392	
82. Miles run by other trains, . . . . .	19,450	
83. Total miles run, . . . . .		925,241
84. Number of passengers carried in the cars, . . . . .	3,254,782	
85. Number of passengers carried one mile, . . . . .	44,599,648	
86. Number of tons of merchandise carried in the cars, . . . . .	389,778	
87. Number of tons of merchandise carried one mile, . . . . .	15,066,188	
88. Number of passengers carried one mile, to and from other roads . . . . .	10,308,212	
89. Number of tons carried one mile, to and from other roads, . . . . .	5,375,046	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	28 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . . .	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	23 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	16,604,816	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	19,065,552	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$166,253 55	
99. For repairs of wooden bridges, . . . . .	24,912 23	
100. For wages of switchmen, average per month, . . . . .	Total, 45,216 47	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	828	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	3,638 02	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	6,030 23	
107. Total for maintenance of way, . . . . .		\$246,050 50
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . . . .	\$75,047 14	
109. For new locomotives, to cover depreciation, . . . . .	Nothing.	
110. For repairs of passenger cars, . . . . .	51,289 58	
111. For new passenger cars, to cover depreciation, . . . . .	Nothing.	
112. For repairs of merchandise cars, . . . . .	46,764 14	
113. For new merchandise cars, to cover depreciation, . . . . .	Nothing.	
114. For repairs of gravel and other cars, . . . . .	459 53	

115. Total for maintenance of motive power and cars,	\$173,560 37
116. Number of engines, . . . . .	43
117. Number of passenger cars, . . . . .	78
118. Number of baggage cars, . . . . .	21
119. Number of merchandise cars, . . . . .	910
120. Number of gravel [hand and other,] cars, . . . . .	116

#### MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, No. of cords, 14,291. Cost of the same, . . . . .	\$86,150 53
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 8,011. . . Cost of same, . . . . .	64,722 26
122. For oil used by cars and engines, . . . . .	12,377 60
123. For waste and other material for cleaning, . . . . .	3,955 66
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	129,416 29
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	110,378 75
126. For gratuities and damages, . . . . .	9,478 06
127. For taxes and insurance, . . . . .	95,184 59
128. For ferries, . . . . .	Nothing.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	60,992 18
130. For renewals of iron, including laying down, . . . . .	Amount below.
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	82,937 28
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	7,500—Danvers R. R.
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	29,464 88
135. Total miscellaneous, . . . . .	\$692,553 08
136. Total expenditures for working the road, . . . . .	1,112,168 95 *
137. Total amount of interest paid during the year, . . . . .	2,940 13

#### INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road, including branches owned by company, . . . . .	\$724,089 99
2. To and from other roads, specifying what, . . . . .	220,013 77
139. For <i>Freight</i> :—	
1. On main road and branches owned by company, . . . . .	459,963 26
2. To and from other connecting roads, . . . . .	187,272 69
140. United States mails, . . . . .	13,533 43
141. Rents, [\$28,086.12; interest, \$10,114.25,] . . . . .	38,200 37
142. Total income, . . . . .	\$1,643,073 51
143. Net earnings, after deducting expenses, . . . . .	530,909 56
[Deduct for the purchase of rails, unadjusted liabilities, &c., &c.,] . . . . .	60,000 00
	\$470,909 56
<b>DIVIDENDS.</b>	
144. 10 per cent., [and national tax.] Total, . . . . .	\$456,293 90
145. Surplus not divided, . . . . .	\$14,615 66
146. Surplus last year, . . . . .	975,326 79
147. Total surplus, . . . . .	989,942 45



ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of road and bridges, . . . . .	Nothing.
149. Buildings, . . . . .	Nothing.
150. Engines and cars, . . . . .	Nothing.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	Nothing.
152. Mortgage debt paid since last report, . . . . .	Nothing.
153. Increase of mortgage debts since last report, . . . . .	Nothing.
154. Present amount of mortgage debts, . . . . .	Nothing.
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.

NOTE.—Included in the foregoing are the earnings and expenses, miles run, and passengers and freight carried, on the Danvers Railroad and Newburyport Railroad, which have been, by authority of law, leased to this corporation. The rent for the use of the Newburyport Railroad has been prepaid for one hundred years, by a loan to it for that term of time, not on interest. The Dover and Winnipiseogee Railroad, located in the State of New Hampshire, is operated by this corporation, under a business contract, and this Report contains the earnings, expenses, miles run, &c., &c., of that road.

#### ACCIDENTS.

*January 9, 1868.*—Patrick Collins, deaf, while walking on the track at Ballardvale, was struck by a train and killed.

*February 27.*—Hiram Witherell, in attempting to cross the track at Plaistow, was struck by the Portland train, and instantly killed.

*June 15.*—Jere. Connor, while walking on the track at Andover, was struck by train and killed.

*July 13.*—Frank Averill, (five years of age,) while playing on the track at Salmon Falls, was run over by freight train and killed.

*August 8.*—Elizabeth Keating, while standing on the side track at Lawrence, was run over by train and instantly killed.

*October 8.*—George Dolphin, of Melrose, in attempting to get on the train after it was in motion, at Reading, fell and had his arm cut off. Was taken to the Massachusetts General Hospital, and died October 23.

*November 6.*—Boy by name of Whitehouse, in attempting to get on a freight train at Great Falls, fell, and the train passed over him, killing him instantly.

*November 12.*—Michael McCusker, or Custer, while walking on the track at Boston, was run over by train and instantly killed.

N. B.—In the above cases, the railroad and its employes were not at fault.

FRANCIS COGSWELL,  
PETER T. HOMER,  
E. J. M. HALE,  
GEORGE C. LORD,  
AMOS PAUL,  
JOHN E. BICKFORD,  
N. G. WHITE,

*Directors of the Boston and Maine Railroad Corporation.*

SUFFOLK, ss. January 2, 1869. Then personally appeared Francis Cogswell, Peter T. Homer, E. J. M. Hale, George C. Lord, Amos Paul, John E. Bickford and N. G. White, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JAMES C. MERRILL, *Justice of the Peace.*

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Boston, December 30, 1868. The undersigned have examined the foregoing report of the directors of the Boston and Maine Railroad, and approve the same.

SAMUEL A. HALEY,

*Commissioner for New Hampshire.*

WILLIAM STEVENS,

*Commissioner for Massachusetts.*

## R E P O R T

OF THE

## BOSTON AND PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$3,360,000 00
2. Number of shares of capital stock issued, . . . . .	33,600
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	\$3,360,000 00
5. Capital paid in since last report, . . . . .	-
6. Total amount of capital stock paid in, . . . . .	3,360,000 00
7. Funded debt, per last report, . . . . .	-
8. Funded debt paid since last report, . . . . .	-
9. Funded debt, increase of, since last report, . . . . .	-
10. Total present amount of funded debt, . . . . .	-
11. Floating debt, per last report, . . . . .	-
12. Floating debt paid since last report, . . . . .	-
13. Floating debt, increase of, since last report, . . . . .	-
14. Total present amount of floating debt, . . . . .	-
15. Total present amount of funded and floating debt, . . . . .	-
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.
17. Maximum amount of debts during the year, . . . . .	-
COST OF ROAD AND EQUIPMENT.	
[Sundry construction accounts,] . . . . .	\$794,750 83
18. For graduation and masonry, per last report, . . . . .	\$775,000 00
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total amount expended for graduation and masonry, . . . . .	775,000 00
21. For wooden bridges, per last report, . . . . .	101,000 00
22. For wooden bridges paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	101,000 00
24. Total amount expended for iron bridges, (if any,) . . . . .	9,840 00
25. For superstructure, including iron, per last report, . . . . .	378,914 40
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	378,914 40
28. For stations, buildings and fixtures, per last report, . . . . .	497,000 00
29. For stations, buildings and fixtures paid during the past year, . . . . .	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	497,000 00
31. For land, land-damages and fences, per last report, . . . . .	501,094 72
32. For land, land-damages and fences paid during the past year, . . . . .	-
33. Total amount expended for land, land-damages, and fences, . . . . .	501,094 72

34. For locomotives, per last report, . . . . .	\$105,300 00	
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .		\$105,300 00
37. For passenger and baggage cars, per last report, . . . . .	44,100 00	
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		44,100 00
40. For merchandise cars, per last report, . . . . .	58,000 00	
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		58,000 00
43. For engineering, per last report, . . . . .	95,000 00	
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		95,000 00
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	-
49. Total cost of road and equipment, . . . . .		3,360 000 00
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	408,415 09	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	47 miles.
52. Length of single main track, . . . . .	7½ miles.
53. Length of double main track, . . . . .	39½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	7 miles ; single.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	6½ miles.
56. Weight of rail, per yard, in main road, . . . . .	56 to 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 to 60 lbs.
58. Maximum grade, with its length, in main road, . . . . .	34½ ft. per mile ; 26,700 ft.
59. Maximum grade, with its length in branch roads, . . . . .	52.27 ft. per mile, 1,509 ft.
60. Total rise and fall in main road, . . . . .	501.41 feet.
61. Total rise and fall in branch roads, . . . . .	306.87 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,900 ft. ; 700 ft.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	900 ft.
64. Total degrees of curvature in main road, . . . . .	342° 12'
65. Total degrees of curvature in branch roads, . . . . .	416° 14'
66. Total length of straight line in main road, . . . . .	35½ miles.
67. Total length of straight line in branches, . . . . .	8.37 miles.
68. Aggregate length of wooden truss bridges, . . . . .	2,862½ ft.
69. Aggregate length of all other wooden bridges, . . . . .	1,520 ft.
70. Aggregate length of iron bridges, . . . . .	299 ft.
71. Whole length of road unfenced on both sides, . . . . .	4 miles.
72. Number of public ways crossed at grade, . . . . .	42
73. Number of railroads crossed at grade, . . . . .	1
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	3
76. Way stations for accommodation trains, . . . . .	27
77. Flag stations, . . . . .	6
78. Whole number of way stations, . . . . .	27
79. Whole number of flag stations, . . . . .	6

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	323,424 miles.
81. Miles run by freight trains, . . . . .	180,927 miles.

82. Miles run by other trains, . . . . .	5,619	
83. Total miles run, . . . . .		509,970
84. Number of passengers carried in the cars, . . . .	2,195,427	
85. Number of passengers carried one mile, . . . .	33,633,464	
86. Number of tons of merchandise carried in the cars, .	381,658	
87. Number of tons of merchandise carried one mile, .	12,648,447	
88. Number of passengers carried one mile, to and from other roads, . . . . .	14,353,437	
89. Number of tons carried one mile, to and from other roads, . . . . .	5,754,674	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	29 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . .	29 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	22 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . .	16,782,582	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	18,972,670	
<b>EXPENDITURES FOR WORKING THE ROAD.</b>		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . .	\$101,966 39	
99. For repairs of wooden bridges, . . . . .	10,665 15	
100. For wages of switchmen, average per month, . . . . .	\$41 80	
101. For wages of gate-keepers, average per month, . . . . .	33 78	
102. For wages of signal-men, average per month, . . . . .	28 43	
103. For wages of watchmen, average per month, . . . . .	46 70	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	547 men.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	3,532 55	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	5,237 01	
107. Total for maintenance of way, . . . . .	\$146,534 69	
<b>MOTIVE POWER AND CARS.</b>		
108. For repairs of locomotives, . . . . .	\$38,215 67	
109. For new locomotives, to cover depreciation, . .	36,000 00	
110. For repairs of passenger cars, . . . . .	13,683 29	
111. For new passenger cars, to cover depreciation, .	20,250 00	
112. For repairs of merchandise cars, . . . . .	14,895 38	
113. For new merchandise cars, to cover depreciation, .	14,250 00	
114. For repairs of gravel and other cars, . . . . .	-	
115. Total for maintenance of motive power and cars, .	\$137,194 34	
116. Number of engines, . . . . .	30	
117. Number of passenger cars, . . . . .	494	
118. Number of baggage cars, . . . . .	12	
119. Number of merchandise cars, . . . . .	295	
120. Number of gravel cars, . . . . .	116	

## MISCELLANEOUS.

[Water,]	\$2,222 88	
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 1,500. Cost of the same, \$6.00,	9,000 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 9,564. Cost of same,	85,168 23	
122. For oil used by cars and engines,	8,620 38	
123. For waste and other material for cleaning,	2,726 99	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	103,796 77	
125. For salaries, wages and incidental expenses, chargeable to freight department,	119,581 16	
126. For gratuities and damages,	11,002 74	
127. For taxes and insurance, [including Gov't and State taxes,]	90,869 30	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	48,897 29	
130. For renewals of iron, including laying down,	} 61,372 24	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	14,609 60	
135. Total miscellaneous,		\$557,886 58
136. Total expenditures for working the road,		841,615 61
137. Total amount of interest paid during the year,	951 66	

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company,	\$432,434 15	
2. To and from other roads, specifying what,	225,444 03	
139. For Freight :—		
1. On main road and branches owned by company,	295,312 13	
2. To and from other connecting roads,	171,784 83	
140. U. S. mails,	9,411 25	
141. Rents, [\$15,678.50; Express, \$18,863.03; dividends, \$2,516,]	37,062 53	
142. Total income,		\$1,171,448 92
143. Net earnings, after deducting expenses, [and int. paid,]	328,881 65	

## DIVIDENDS.

144. 3 per cent. Total,		\$268,800 00
145. Surplus not divided, [for the year,]	\$60,081 65	
146. Surplus last year,	399,367 09	
147. Total surplus,		403,415 09

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :

148. Of road and bridges,	} Nothing.
149. Buildings,	
150. Engines and cars,	

## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	} Nothing.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

## ACCIDENTS.

*December 5, 1867.*—Wm. Walker, of Mansfield, while walking on track after dark, was struck by locomotive and so injured that he died in a few hours.

*December 7.*—Catherine Kelley, of Roxbury, aged sixty, was struck by express train, near Prentice St., and killed instantly.

*December 28.*—Patrick Kelley, of Roxbury, aged sixty-seven, while walking on track after dark, was struck by locomotive and so injured that he died in a few hours.

*April 3, 1868.*—Edward McGovin, of Boston, in attempting to get on a moving train, on Tremont St., Roxbury, fell under wheels and was killed instantly.

*April 3.* — Robinson, of Attleborough, was found dead on track near station. Could not ascertain what train run over him.

*April 10.*—Andrew C. Johnson, of Boston, conductor night freight train, while standing on top of car, struck his head against Highway Bridge, in Sharon, and was so injured that he died in a few hours.

*May 25.*—Wm. Neville, of Providence, brakeman, while standing on top of freight car that was being put into Providence station, came in contact with trestle-work, and fell between cars, run over and so injured that he died in a few hours.

*July 4.*—Thos. Newell, of Boston, a passenger, fell from car near Boston station, and had foot jammed so that amputation was necessary.

*September 26.*—David Murphy, of Providence, aged nine, in trying to get on freight car at India St., Providence, fell under wheels and was so injured that he died in a few hours.

*October 19.*—James H. Brasher, of Boston, was found on track near Boston station with his legs broken. He was taken to hospital and died November 2.

*November 6.*—C. A. Pope, of Jamaica Plain, jumped from train on Back Bay, fell under wheels and was so injured that he died at hospital November 26.

*November 9.*—William Howe, of Hyde Park, while on track after dark, near Roadville station, was struck by train and killed instantly.

*November 21.* — Schern, a German, residing in Boston, was found on track near Heath St. It is not known what train killed him.

JOHN H. CLIFFORD,  
SAML. T. DANA,  
GEO. W. HALLET,  
J. HUNTINGTON WOLCOTT,  
T. P. I. GODDARD,  
WM. R. ROBESON,  
WM. THOMAS,

*Directors of the Boston and Providence Railroad Corporation.*

SUFFOLK, ss. December 23, 1868. Then personally appeared John H. Clifford, Saml. T. Dana, G. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, William Thomas, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

B. B. TORREY, *Justice of the Peace.*

## REPORT

OF THE

## CAPE COD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [authorized by charters,]		\$900,000 00
2. Number of shares of capital stock issued,	11,333	
3. Increase of capital since last report,	\$79,980 00	
4. Capital paid in, per last report,	721,925 94	
5. Capital paid in since last report,	79,980 00	
6. Total amount of capital stock paid in,		801,905 94
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,		-
9. Funded debt, increase of, since last report,	125,000 00	
10. Total present amount of funded debt,		125,000 00
11. Floating debt, per last report,	6,134 00	
12. Floating debt paid since last report,	-	
13. Floating debt, increase of, since last report,	68,058 42	
14. Total present amount of floating debt,		74,192 42
15. Total present amount of funded and floating debt,		199,192 42
16. Average rate of interest per annum paid during the year,	7 per cent.	
17. Maximum amount of debts during the year,	199,192 42	
<b>COST OF ROAD AND EQUIPMENT.</b>		
18. For graduation and masonry per last report,	\$207,921 30	
19. For graduation and masonry, paid during the past year,	-	
20. Total amount expended for graduation and masonry,		\$207,921 30
21. For wooden bridges, per last report,	30,305 54	
22. For wooden bridges paid during the past year,	-	
23. Total amount expended for wooden bridges,		30,305 54
24. Total amount expended for iron bridges, (if any,)	-	
25. For superstructure, including iron, per last report,	433,120 99	
26. For superstructure, including iron paid during the past year,	-	
27. Total amount expended for superstructure, including iron,		433,120 99
28. For stations, buildings and fixtures, per last report,	91,289 83	
29. For stations, buildings and fixtures paid during the past year,	-	
30. Total amount expended for stations, buildings and fixtures,		91,289 83
31. For land, land-damages and fences, per last report,	76,823 96	
32. For land, land-damages and fences paid during the past year,	-	
33. Total amount expended for land, land-damages and fences,		76,823 96



34. For locomotives, per last report, . . . . .	\$54,545 96	
35. For locomotives, paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .		\$54,545 96
37. For passenger and baggage cars, per last report, . . . . .	31,083 73	
38. For passenger and baggage cars, paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		31,083 73
40. For merchandise cars, per last report, . . . . .	38,235 04	
41. For merchandise cars, paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		38,235 04
43. For engineering, per last report, . . . . .	21,054 95	
44. For engineering, paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		21,054 95
46. For agencies and other expenses, per last report, . . . . .	47,243 85	
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .		47,243 85
[Cost of Cape Cod Central Railroad and equipment, . . . . .]		
49. Total cost of road and equipment, . . . . .	369,708 19	1,401,333 31
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	75,421 33	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	64.81 miles.
52. Length of single main track, . . . . .	64.81 miles.
53. Length of double main track, . . . . .	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	1.04 miles; single.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	3.00 miles.
56. Weight of rail, per yard, in main road, . . . . .	{ 56 lbs. for 50 miles, and 45 lbs. for 18.9 miles.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 lbs.
58. Maximum grade, with its length, in main road, . . . . .	68.6 feet for 1½ miles.
59. Maximum grade, with its length, in branch roads, . . . . .	40 feet for short distance.
60. Total rise and fall in main road, . . . . .	1,479.1 feet.
61. Total rise and fall in branch roads, . . . . .	22 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,432 feet for 4,800 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	300 feet for short distance.
64. Total degrees of curvature in main road, . . . . .	1,911° 56' 44"
65. Total degrees of curvature in branch roads, . . . . .	233°
66. Total length of straight line in main road, . . . . .	48.38 miles.
67. Total length of straight line in branches, . . . . .	0.21 miles.
68. Aggregate length of wooden truss bridges, . . . . .	179 feet.
69. Aggregate length of all other wooden bridges, . . . . .	669 feet.
70. Aggregate length of iron bridges, . . . . .	-
71. Whole length of road unfenced on both sides, . . . . .	11 miles.
72. Number of public ways crossed at grade, . . . . .	80
73. Number of railroads crossed at grade, . . . . .	-
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	-
76. Way stations for accommodation trains, . . . . .	17
77. Flag stations, . . . . .	4
78. Whole number of way stations, . . . . .	17
79. Whole number of flag stations, . . . . .	4

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . .	75,416
81. Miles run by freight trains, . . . .	31,155
82. Miles run by other trains, . . . .	7,000
83. Total miles run, . . . .	
84. Number of passengers carried in the cars, . . .	201,728
85. Number of passengers carried one mile, . . .	4,380,365
86. Number of tons of merchandise carried in the cars, . . .	47,880
87. Number of tons of merchandise carried one mile, . . .	1,243,903
88. Number of passengers carried one mile, to and from other roads, . . . .	3,475,359
89. Number of tons carried one mile, to and from other roads, . . . .	928,351
90. Rate of speed adopted for express passenger trains, including stops, . . . .	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . .	-
92. Rate of speed adopted for accommodation trains, . . . .	22 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .	22 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . .	-
95. Average rate of speed adopted for freight trains, including stops, . . . .	13 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . .	3,000,000
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . .	2,000,000

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . .	\$22,567 08
99. For repairs of wooden bridges, . . . .	-
100. For wages of switchmen, average per month, . . . . \$	
101. For wages of gate-keepers, average per month, . . . .	
102. For wages of signal-men, average per month, . . . .	
103. For wages of watchmen, average per month, . . . .	
104. Number of men employed, exclusive of those engaged in construction, . . . .	140
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . .	1,316 53
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . .	269 18
107. Total for maintenance of way, . . . .	\$27,152 79

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . .	\$13,000 00
109. For new locomotives, to cover depreciation, [one rebuilt,] . . . .	6,500 00
110. For repairs of passenger cars, . . . .	12,000 00
111. For new passenger cars to cover depreciation, [One passenger,] . . . .	4,500 00
112. For repairs of merchandise cars, . . . .	8,132 50
113. For new merchandise cars to cover depreciation, [Five gravel,] . . . .	2,000 00
114. For repairs of gravel and other cars, [included in above.] . . . .	-

115. Total for maintenance of motive power and cars,		\$46,132 50
116. Number of engines, . . . . .	8	
117. Number of passenger cars, . . . . .	16	
118. Number of baggage cars, . . . . .	6	
119. Number of merchandise cars, . . . . .	67	
120. Number of gravel cars, . . . . .	52	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 1,700. Cost of the same,		\$15,199 10
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 800. Cost of same,		
122. For oil used by cars and engines, . . . . .	1,766 00	
123. For waste and other material for cleaning, . . . . .	864 51	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	13,044 57	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	6,522 28	
126. For gratuities and damages, . . . . .	1,295 78	
127. For taxes and insurance, . . . . .	993 04	
128. For ferries, [land bought,] . . . . .	96 75	
129. For repairs of station buildings, aqueducts, fixtures, furniture, [wharf and bridges,] . . . . .	2,298 90	
130. For renewals of iron, [and sleepers,] including laying down, [included in road repairs,] . . . . .	17,795 25	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	11,217 86	
135. Total miscellaneous, . . . . .		\$70,593 04
136. Total expenditures for working the road, . . . . .		143,878 33
137. Total amount of interest paid during the year, [and premium on bonds,] . . . . .	8,743 07	
[Government tax,] . . . . .	7,752 25	
[State tax,] . . . . .	8,483 38	

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company, . . . . .	\$31,934 09	
2. To and from other roads specifying what, [Old Colony and Newport Railway, Fairhaven, Middleboro' and Taunton, and Cape Cod Central Railroads,] . . . . .	124,350 34	
139. For Freight :—	11,760 76	
1. On main road and branches owned by Co., . . . . .	42,948 64	
2. To and from other connecting roads, . . . . .	7,833 28	
140. U. S. mails, . . . . .	689 72	
141. Rents, [and wharfage,] . . . . .		\$219,516 83
142. Total income, . . . . .	\$50,659 80	
143. Net earnings, after deducting expenses, . . . . .		
[Paid for fire which occurred in Sandwich woods in 1866,] . . . . .	23,310 64	
		\$27,349 16

DIVIDENDS.		
144. 6 2-3 per cent. Total,	. . . . .	\$42,666 00
145. Surplus not divided, .	. . . . .	None.
146. Surplus last year, .	. . . . .	\$21,251 18
147. Total surplus, .	. . . . .	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,		
Viz. :—		
148. Of road and bridges, .	. . . . .	-
149. Buildings, .	. . . . .	-
150. Engines and cars, .	. . . . .	-
MORTGAGE DEBTS.		
151. Amount of debts, secured by mortgage of road and franchise or any property of the corporation, per last report, .	. . . . .	-
152. Mortgage debt, paid since last report, .	. . . . .	-
153. Increase of mortgage debt, since last report, .	. . . . .	-
154. Present amount of mortgage debts, .	. . . . .	-
155. Number of mortgages, on road and franchise or any property of the corporation, .	. . . . .	-

RICHARD BORDEN,  
JEFFERSON BORDEN,  
ALEXANDER BAXTER,  
M. S. LINCOLN,  
E. N. WINSLOW,

*Directors of the Cape Cod Railroad Corporation.*

SUFFOLK, ss. December 30, 1868. Then personally appeared Richard Borden, Jefferson Borden, Alexander Baxter, M. S. Lincoln, and E. N. Winslow, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN M. WASHBURN, *Justice of the Peace.*

## R E P O R T

OF THE

## CAPE COD CENTRAL RAILROAD CORPORATION,

FOR THE FIVE MONTHS ENDING APRIL 30, 1868.\*

1. Capital stock, . . . . .		\$200,000 00
2. Number of shares of capital stock issued, . . . . .	2,000	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$188,195 19	
5. Capital paid in since last report, . . . . .	-	
6. Total amount of capital stock paid in, . . . . .		128,195 19
7. Funded debt, per last report, . . . . .	-	
8. Funded debt paid since last report, . . . . .	-	
9. Funded debt, increase of, since last report, . . . . .	125,000 00	
10. Total present amount of funded debt, . . . . .		125,000 00
11. Floating debt, per last report, . . . . .	20,848 46	
12. Floating debt paid since last report, . . . . .	-	
13. Floating debt, increase of, since last report, . . . . .	-	
14. Total present amount of floating debt, . . . . .		20,848 46
15. Total present amount of funded and floating debt, . . . . .		145,848 46
16. Average rate of interest per annum, paid during the year, . . . . .	6 per cent.	
17. Maximum amount of debts during the year, . . . . .	-	-
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	-	-
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total amount expended for graduation and masonry, . . . . .		\$77,397 44
21. For wooden bridges, per last report, . . . . .	-	-
22. For wooden bridges paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .		2,904 60
24. Total amount expended for iron bridges, (if any,) . . . . .	-	-
25. For superstructure, including iron, per last report, . . . . .	-	-
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .		182,909 07
28. For stations, buildings and fixtures, per last report, . . . . .	\$13,759 26	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	-	-
31. For land, land-damages and fences, per last report, . . . . .	14,540 88	
32. For land, land-damages and fences, paid during the past year, . . . . .	-	-

\* At which time the road was transferred to the Cape Cod R. R. Company.

33. Total amount expended for land, land-damages, and fences, . . . . .	-	-
34. For locomotives, per last report, . . . . .	}	Road equipped with stock furnished by other roads.
35. For locomotives paid during the past year, . . . . .		
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .		
38. For passenger and baggage cars paid during the past year, . . . . .		
39. Total amount expended for passenger and baggage cars, . . . . .	}	
40. For merchandise cars, per last report, . . . . .		
41. For merchandise cars paid during the past year, . . . . .		
42. Total amount expended for merchandise cars, . . . . .		
43. For engineering, per last report, . . . . .		
44. For engineering paid during the past year, . . . . .	\$14,065 25	-
45. Total amount expended for engineering, . . . . .	-	\$14,065 25
46. For agencies and other expenses, per last report, . . . . .	32,072 15	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	32,072 15
49. Total cost of road and equipment, . . . . .	-	337,647 79
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	18.8 miles.	
52. Length of single main track, . . . . .	18.8 miles.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	-	-
56. Weight of rail, per yard, in main road, . . . . .	45 lbs.	-
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	68.6 for 1½ miles.	-
59. Maximum grade, with its length, in branch roads, . . . . .	-	-
60. Total rise and fall in main road, . . . . .	523 feet.	-
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,432 feet for 3,700 ft.	-
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature in main road, . . . . .	764½	-
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	13.18 miles.	-
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	-	-
69. Aggregate length of all other wooden bridges, . . . . .	225 feet.	-
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	10½ miles,	-
72. Number of public ways crossed at grade, . . . . .	36	-
73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	4	-
77. Flag stations, . . . . .	2	-
78. Whole number of way stations, . . . . .	4	-
79. Whole number of flag stations, . . . . .	2	-

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	9,956	
81. Miles run by freight trains, . . . . .	-	-
82. Miles run by other trains, . . . . .	-	-
83. Total miles run, . . . . .		9,956
84. Number of passengers carried in the cars, . . . . .	15,364	
85. Number of passengers carried one mile, . . . . .	164,200	
86. Number of tons of merchandise carried in the cars, . . . . .	2,401 tons.	
87. Number of tons of merchandise carried one mile, . . . . .	23,534 tons.	
88. Number of passengers carried one mile to and from other roads, . . . . .	182,824	
89. Number of tons carried one mile to and from other roads, . . . . .	20,834	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	-	-
92. Rate of speed adopted for accommodation trains, . . . . .	20 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	20 miles.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . . . .	-	-
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	-	-

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .	\$2,500 00	
99. For repairs of wooden bridges, . . . . .	-	-
100. For wages of switchmen, average per month, . . . . .	\$47 00	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .	25 50	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	24	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	1,272 80	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	-	-
107. Total for maintenance of way, . . . . .		\$4,161 80

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .		
109. For new locomotives, to cover depreciation, . . . . .		
110. For repairs of passenger cars, . . . . .		
111. For new passenger cars, to cover depreciation, . . . . .		
112. For repairs of merchandise cars, . . . . .		
113. For new merchandise cars, to cover depreciation, . . . . .		
114. For repairs of gravel and other cars, . . . . .		
115. Total for maintenance of motive power and cars, . . . . .		
116. Number of engines, . . . . .		
117. Number of passenger cars, . . . . .		
118. Number of baggage cars, . . . . .		

None.

119. Number of merchandise cars, . . . . .	} None.
120. Number of gravel cars, . . . . .	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, . . . . .	Cost of the same,	- -
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 96. . . . .	Cost of same, . . . . .	\$812 25
122. For oil used by cars and engines, . . . . .		125 00
123. For waste and other material for cleaning, . . . . .		25 00
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .	}	4,650 00
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .		
126. For gratuities and damages, . . . . .		500 00
127. For taxes and insurance, . . . . .		387 01
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	-	-
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Net income noted below,] . . . . .	-	-
133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		1,717 25
135. Total miscellaneous, . . . . .		\$8,216 51
136. Total expenditures for working the road, . . . . .		12,378 31
137. Total amount of interest paid during the year, [5 mos.,] . . . . .		3,229 20

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$1,717 36	-
2. To and from other roads, specifying what, . . . . .		
[O. C. and N. R. and Cape Cod R. R.,] . . . . .	8,698 00	
[Cape Cod R. R., additional,] . . . . .	2,666 00	
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co., . . . . .	112 20	
2. To and from other connecting roads, . . . . .	1,613 49	
140. U. S. mails, . . . . .	1,339 00	
141. Rents, . . . . .	85 00	
142. Total income, . . . . .		\$16,231 05
143. Net earnings, after deducting expenses, . . . . .	623 54	

## DIVIDENDS.

144. per cent. Total, . . . . .	-	-
145. Surplus not divided, . . . . .	-	-
146. Surplus last year, . . . . .	-	-
147. Total surplus, . . . . .	-	-



ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	-	-
152. Mortgage debt paid since last report, . . . . .	\$22,450 74	-
153. Increase of mortgage debt since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	125,000 00	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	One.	

BENJ'N FREEMAN,  
FREEMAN COBB,  
JOSEPH CUMINGS,  
PRINCE S. CROWELL,

*Directors of the Cape Cod Central Railroad Corporation.*

BARNSTABLE, ss. January 4, 1869. Then personally appeared Benj'n Freeman, Freeman Cobb, Joseph Cumings and Prince S. Crowell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

SOLO. FREEMAN, *Justice of the Peace.*

# REPORT

## OF THE

### CHESHIRE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$2,153,300 00
2. Number of shares of capital stock issued, [21,000 preferred and 533 old,] . . . . .	21,533
3. Increase of capital since last report, . . . . .	None.
4. Capital paid in, per last report, . . . . .	\$2,085,925 00
5. Capital paid in since last report, . . . . .	None.
6. Total amount of capital stock paid in, . . . . .	2,085,925 00
7. Funded debt, per last report, . . . . .	672,200 00
8. Funded debt paid since last report, . . . . .	400 00
9. Funded debt, increase of, since last report, . . . . .	99,600 00
10. Total present amount of funded debt, . . . . .	771,800 00
11. Floating debt, per last report, . . . . .	None.
12. Floating debt paid since last report, . . . . .	None.
13. Floating debt, increase of, since last report, . . . . .	None.
14. Total present amount of floating debt, . . . . .	None.
15. Total present amount of funded and floating debt, . . . . .	771,800 00
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.
17. Maximum amount of debts during the year, . . . . .	772,200 00
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$1,490,749 84
19. For graduation and masonry paid during the past year, . . . . .	None.
20. Total am't expended for graduation and masonry, . . . . .	\$1,490,749 84
21. For wooden bridges, per last report, . . . . .	41,490 38
22. For wooden bridges paid during the past year, . . . . .	None.
23. Total amount expended for wooden bridges, . . . . .	41,490 38
24. Total amount expended for iron bridges, (if any,) . . . . .	None.
25. For superstructure, including iron, per last report, . . . . .	480,371 86
26. For superstructure, including iron, paid during the past year, . . . . .	None.
27. Total amount expended for superstructure, including iron, . . . . .	480,371 86
28. For stations, buildings and fixtures, per last report, . . . . .	106,333 52
29. For stations, buildings and fixtures paid during the past year, . . . . .	None.
30. Total amount expended for stations, buildings and fixtures, . . . . .	106,333 52
31. For land, land-damages and fences, per last report, . . . . .	128,379 40
32. For land, land-damages and fences paid during the past year, . . . . .	None.
33. Total amount expended for land, land-damages and fences, . . . . .	128,379 40

34. For locomotives, per last report, . . . . .	\$138,469 39	
35. For locomotives paid during the past year, . . . .	None.	
36. Total amount expended for locomotives, . . . .		\$138,469 39
37. For passenger and baggage cars, per last report, .	24,971 86	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		24,971 86
40. For merchandise cars, per last report, . . . . .	158,825 07	
41. For merchandise cars paid during the past year, .	None.	
42. Total amount expended for merchandise cars, . .		158,825 07
43. For engineering, per last report, . . . . .	46,889 63	
44. For engineering paid during the past year, . . .	None.	
45. Total amount expended for engineering, . . . .		46,889 63
46. For agencies and other expenses, per last report, .	72,826 11	
47. For agencies and other expenses, paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other ex- penses, . . . . .		72,826 11
49. Total cost of road and equipment, . . . . .		2,689,307 06
50. Amount of assets or property held by the corpora- tion, in addition to the cost of the road, . . . .	424,401 48	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	53 646-1,000 miles.
52. Length of single main track, . . . . .	53 646-1,000 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stat- ing whether they have a single or double track, .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	13 miles.
56. Weight of rail, per yard, in main road, . . . .	60 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, .	59 664-1,000 ft. 14 8-10 mi.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road, . . . . .	2,377 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	955 ft., 70 ft. long.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . .	3,152° 18'
65. Total degrees of curvature in branch roads, . .	None.
66. Total length of straight line in main road, . .	81 28-100 miles.
67. Total length of straight line in branches, . . .	None.
68. Aggregate length of wooden truss bridges, . . .	1,534 feet.
69. Aggregate length of all other wooden bridges, .	425 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, .	All fenced.
72. Number of public ways crossed at grade, . . . .	37
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	4
76. Way stations for accommodation trains, . . . .	11
77. Flag stations, . . . . .	4
78. Whole number of way stations, . . . . .	15
79. Whole number of flag stations, . . . . .	4

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	101,725
81. Miles run by freight trains, . . . . .	352,009

82. Miles run by other trains, . . . . .	14,556	
83. Total miles run, . . . . .		468,290
84. Number of passengers carried in the cars, . . . .	124,670	
85. Number of passengers carried one mile, . . . .	4,614,104	
86. Number of tons of merchandise carried in the cars, . . . .	264,913	
87. Number of tons of merchandise carried one mile, . . . .	14,562,555	
88. Number of passengers carried one mile, to and from other roads, . . . . .	3,573,256	
89. Number of tons carried one mile, to and from other roads, . . . . .	14,029,257	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . .	28 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . .	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . .	None.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . . .	3,255,200	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . . .	21,843,832	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . .	\$59,470 63	
99. For repairs of wooden bridges, . . . . .	4,257 24	
100. For wages of switchmen, average per month, . . . . . \$45 00	2,566 98	Total,
101. For wages of gate-keepers, average per month, . . . . . None.		
102. For wages of signal-men, average per month, . . . . . None		
103. For wages of watchmen, average per month, . . . . . 50 00	2,748 88	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	360	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	1,724 29	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	393 33	
107. Total for maintenance of way, . . . . .	\$71,161 35	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, [including two new ones,] . . . . .	\$81,667 00	
109. For new locomotives, to cover depreciation, . . . .	20,268 54	
110. For repairs of passenger cars, . . . . .	None.	
111. For new passenger cars, to cover depreciation, . . . .	47,192 87	
112. For repairs of merchandise cars, [including new,] . . . .	None.	
113. For new merchandise cars, to cover depreciation, . . . .		
114. For repairs of gravel and other cars, . . . . .		
115. Total for maintenance of motive power and cars, . . . .	\$149,128 41	
116. Number of engines, . . . . .	23	
117. Number of passenger cars, . . . . .	17	
118. Number of baggage cars, . . . . .	7	
119. Number of merchandise cars, . . . . .	334	
120. Number of gravel cars, . . . . .	None.	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 15,187. Cost of the same,	\$72,554	84
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of same,	None.	
122. For oil used by cars and engines,	9,643	02
123. For waste and other material for cleaning,	2,401	09
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	23,443	74
125. For salaries, wages, and incidental expenses, chargeable to freight department,	65,253	46
126. For gratuities and damages,	2,916	72
127. For taxes and insurance,	29,188	08
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	34,569	98
130. For renewals of iron, including laying down,	}	51,816 39
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Vermont and Mass. R. R. Co.,]		43,000 00
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,669	42
135. Total miscellaneous,		\$346,461 74
136. Total expenditures for working the road,		566,751 50
137. Total amount of interest paid during the year,		39,137 43

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$43,845	84
2. To and from other roads, specifying what, [Fitchburg, Rutland, Vt. Central, &c.,]	153,826	01
		\$197,671 85
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Company,	\$46,191	31
2. To and from other connecting roads,	446,572	14
		492,763 45
140. U. S. mails,	7,500	00
141. Rents, [Express and miscellaneous,]	17,572	64
142. Total income,		715,527 94
143. Net earnings, after deducting expenses, [and interest,]		109,639 01

## DIVIDENDS.

144. 4 per cent. Total, [and Government tax,]	\$88,421	05
145. Surplus not divided,	21,217	96
146. Surplus last year,	86,881	31
147. Total surplus,		108,099 27

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges,	}	None.
149. Buildings,		
150. Engines and cars,		

**MORTGAGE DEBTS.**

161. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} None.
162. Mortgage debt paid since last report, . . . . .	
163. Increase of mortgage debt since last report, . . . . .	
164. Present amount of mortgage debts, . . . . .	
165. Number of mortgages on road and franchise, or any property of the corporation, . . . . .	

No Accidents.

**E. MURDOCK, JR.,  
C. W. CARTWRIGHT,  
GEORGE HUNTINGTON,  
JNO. HENRY ELLIOT,  
WILLIAM A. BRIGHAM,  
SAML. GOULD,**

*Directors of the Cheshire Railroad Corporation.*

**SURREY, ss.** December 30, 1868. Then personally appeared Ephraim Murdock, Jr., C. W. Cartwright, George Huntington, J. Hy. Elliot, Wm. A. Brigham and Samuel Gould, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

**NELSON W. THOMPSON, *Justice of the Peace.***

## REPORT

OF THE

## CONNECTICUT RIVER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$2,150,000 00
2. Number of shares of capital stock issued, . . . . .	17,000
3. Increase of capital since last report, . . . . .	None.
4. Capital paid in, per last report, . . . . .	\$1,700,000 00
5. Capital paid in since last report, . . . . .	None.
6. Total amount of capital stock paid in, . . . . .	1,700,000 00
7. Funded debt, per last report, . . . . .	250,000 00
8. Funded debt paid since last report, . . . . .	None.
9. Funded debt, increase of, since last report, . . . . .	None.
10. Total present amount of funded debt, . . . . .	250,000 00
11. Floating debt, per last report, . . . . .	None.
12. Floating debt paid since last report, . . . . .	-
13. Floating debt, increase of, since last report, . . . . .	40,000 00
14. Total present amount of floating debt, . . . . .	40,000 00
15. Total present amount of funded and floating debt, . . . . .	290,000 00
16. Average rate of interest per annum paid during the year, . . . . .	About six per cent.
17. Maximum amount of debts during the year, . . . . .	301,000 00
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . . . .	\$602,381 56
19. For graduation and masonry paid during the past year, . . . . .	None.
20. Total am't expended for graduation and masonry, . . . . .	\$602,381 56
21. For wooden bridges, per last report, . . . . .	42,991 94
22. For wooden bridges paid during the past year, . . . . .	None.
23. Total amount expended for wooden bridges, . . . . .	42,991 94
24. Total amount expended for iron bridges, (if any,) . . . . .	5,200 00
25. For superstructure, including iron, per last report, . . . . .	563,732 61
26. For superstructure, including iron, paid during the past year, . . . . .	15,964 25
27. Total amount expended for superstructure, including iron, . . . . .	579,696 86
28. For stations, buildings and fixtures, per last report, . . . . .	121,484 85
29. For stations, buildings and fixtures paid during the past year, . . . . .	8,925 45
30. Total amount expended for stations, buildings and fixtures, . . . . .	130,410 30
31. For land, land-damages and fences, per last report, . . . . .	254,592 46
32. For land, land-damages and fences paid during the past year, . . . . .	None.

33. Total amount expended for land, land-damages and fences, . . . . .		\$254,592 46
34. For locomotives, per last report, . . . . .	\$81,982 87	
35. For locomotives paid during the past year, . . . . .	11,682 24	
36. Total amount expended for locomotives, . . . . .		93,665 11
37. For passenger and baggage cars, per last report, . . . . .	23,350 34	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		23,350 34
40. For merchandise cars, per last report, . . . . .	84,483 44	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		84,483 44
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	-
46. For [engineering,] agencies and other expenses, per last report, . . . . .	161,970 80	
47. For [engineering,] agencies and other expenses paid during the past year, . . . . .	None.	
48. Total amount expended for [engineering] agencies, and other expenses, . . . . .		161,970 80
49. Total cost of road and equipment, . . . . .		1,978,742 81
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	411,612 08	
<b>CHARACTERISTICS OF ROAD.</b>		
51. Length of road, . . . . .	50 miles.	
52. Length of single main track, . . . . .	46½ miles.	
53. Length of double main track, . . . . .	3½ miles.	
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	3 35-100 miles, single.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	47,680 feet.	
56. Weight of rail, per yard, in main road, . . . . .	{ 26 miles, 50 lbs.; 20 miles, 56 lbs.; balance, 60 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 lbs.	
58. Maximum grade, with its length, in main road, . . . . .	32 feet per mile for 6½ miles.	
59. Maximum grade, with its length, in branch roads, . . . . .	18 feet per mile for 1½ miles.	
60. Total rise and fall in main road, . . . . .	680 feet.	
61. Total rise and fall in branch roads, . . . . .	28 feet.	
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	882 feet radius, 889 ft. long.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	714 ft. radius, 1,300 ft. long.	
64. Total degrees of curvature in main road, . . . . .	1,854°	
65. Total degrees of curvature in branch roads, . . . . .	449°	
66. Total length of straight line in main road, . . . . .	36 miles.	
67. Total length of straight line in branches, . . . . .	1½ miles.	
68. Aggregate length of wooden truss bridges, . . . . .	2,674 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	None.	
70. Aggregate length of iron bridges, . . . . .	80 feet.	
71. Whole length of road unfenced on both sides, . . . . .	None.	
72. Number of public ways crossed at grade, . . . . .	54	
73. Number of railroads crossed at grade, . . . . .	One.	
74. Remarks, . . . . .	-	
75. Way stations for express trains, . . . . .	No express trains run.	
76. Way stations for accommodation trains, . . . . .	15	
77. Flag stations, . . . . .	None.	
78. Whole number of way stations, . . . . .	15	
79. Whole number of flag stations, . . . . .	None.	



DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . .	154 906	
81. Miles run by freight trains, . . . .	111,028	
82. Miles run by other trains, . . . .	14,630	
83. Total miles run, . . . .		280,564
84. Number of passengers carried in the cars, . . .	691,133	
85. Number of passengers carried one mile, . . .	8,230,250	
86. Number of tons of merchandise carried in the cars, . .	227,764	
87. Number of tons of merchandise carried one mile, . .	6,006,517	
88. Number of passengers carried one mile, to and from other roads, . . . .	2,997,531	
89. Number of tons carried one mile, to and from other roads, . . . .	5,012,967	
90. Rate of speed adopted for express passenger trains, including stops, . . . .	} No express trains run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .		
92. Rate of speed adopted for accommodation trains, . .		25 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .		22 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . . .		12 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . .		No account kept.
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . .		No account kept.
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . .	\$69,814 32	
99. For repairs of wooden bridges, . . . .	7,863 01	
100. For wages of switchmen, average per month, . . . . \$45 00	} Total,	
101. For wages of gate-keepers, average per month, . . . . 45 00		
102. For wages of signal-men, average per month, . . . .		
103. For wages of watchmen, average per month, . . . . 50 00		
104. Number of men employed, exclusive of those engaged in construction, . . . .	307	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . .	2,784 28	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . .	-	-
107. Total for maintenance of way, . . . .		\$79,961 61
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, [including one new one,] . . . .	\$25,045 68	
109. For new locomotives, to cover depreciation, . .	-	-
110. For repairs of passenger cars, . . . .	14,727 42	
111. For new passenger cars, to cover depreciation, . .	-	-
112. For repairs of merchandise cars, . . . .	21,161 39	
113. For new merchandise cars, to cover depreciation, . .	-	-
114. For repairs of gravel and other cars, . . . . [For repairs of tools and machinery,] . . . .	380 64 2,477 40	
115. Total for maintenance of motive power and cars, . .		\$63,782 53
116. Number of engines, . . . .	16	

117. Number of passenger cars, . . . . .	18 8-wheel, 1 4-wheel.
118. Number of baggage cars, . . . . .	8 8-wheel, 1 4-wheel.
119. Number of merchandise cars, . . . . .	{ 104 long house, 121 long platform, 20 short platform.
120. Number of gravel cars, . . . . .	
	24

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 8,072½. Cost of the same,	\$43,350 41	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of the same,	-	-
122. For oil used by cars and engines, . . . . .	3,175 07	
123. For waste and other material for cleaning, . . . . .	1,072 55	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	32,643 68	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	63,448 56	
126. For gratuities and damages, . . . . .	3,288 48	
127. For taxes and insurance, . . . . .	48,410 25	
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	81,415 66	
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	33,439 85	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	21,401 33	
135. Total miscellaneous, . . . . .		\$281,645 84
136. Total expenditures for working the road, . . . . .		425,389 98
137. Total amount of interest paid during the year, . . . . .	15,921 55	

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, [and] . . . . .	{ \$274,363 34	
2. To and from other roads, specifying what, . . . . .		
139. For <i>Freight</i> :—		
1. On main road and branches owned by Company, [and] . . . . .	{ 314,725 14	
2. To and from other connecting roads, . . . . .		
140. U. S. mails, [\$5,990.23; express, \$17,083.40.] . . . . .		23,073 63
141. Rents, [and other income,] . . . . .		7,186 58
142. Total income, . . . . .		\$619,348 69
143. Net earnings, after deducting expenses, . . . . .	193,958 71	

## DIVIDENDS.

[Eighth payment to sinking fund,] . . . . .	\$8,000 00	
144. Nine per cent. Total, [including tax of five per cent.,] . . . . .		\$161,052 63
145. Surplus not divided, . . . . .	17,037 16	
146. Surplus last year, . . . . .	10,473 65	
147. Total surplus, . . . . .		209,092 34

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, Viz.:—	
148. Of road and bridges, . . . . .	- -
149. Buildings, . . . . .	- -
150. Engines and cars, . . . . .	- -
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the corporation, per last report, . . . . .	\$250,000 00
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	250,000 00
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	One.

## ACCIDENTS.

*December 4, 1867.*—Rodolphus Sanderson, of South Deerfield, was killed by Montreal train, at Sprout's Crossing, one and a half miles north of South Deerfield station. He was deaf, and took no notice of the warning bell and whistle.

*April 16, 1868.*—Archibald McClean was killed at Holyoke. He was a passenger by 4.05 P. M. train from Springfield to Holyoke, and attempting to get off the car at the station before the train stopped, lost his hold of the car and fell between it and the platform, receiving injuries from which he died in about two hours.

*August 27.*—John Shay, employé, was killed on Willimanset bridge, in consequence of an accident to wood train, which threw from the track a wood car on which Shay was riding, killing him instantly. Daniel Farrell and Michael Moore both employés on wood train, were injured slightly at same time.

*October 9.*—John Sullivan was killed at Greenfield station. He stood on track, over which a passenger car was being drawn by horses, looking at a passing freight train, and did not notice the approach of the passenger car. He was struck by it, fell upon the track and was run over. The teamster gave all possible warning.

D. L. HARRIS,  
C. W. CHAPIN,  
I. M. SPELMAN,  
EDWARD A. DANA,  
IGNATIUS SARGENT,

*Directors of the Connecticut River Railroad Corporation.*

SUFFOLK, ss. January 6, 1869. Then personally appeared D. L. Harris, Ignatius Sargent, C. W. Chapin, Edward A. Dana and I. M. Spelman and severally made oath to the truth of the foregoing statement by them subscribed.

Before

WM. B. STEVENS, *Justice of the Peace.*

## REPORT

OF THE

## DANVERS RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$100,000 00
2. Number of shares of capital stock issued, . . . . .	583	
3. Increase of capital, since last report, . . . . .	—	—
4. Capital paid in, per last report, . . . . .	\$67,500 00	
5. Capital paid in, since last report, . . . . .	—	—
6. Total amount of capital stock paid in, . . . . .		67,500 00
7. Funded debt, per last report, . . . . .	145,000 00	
8. Funded debt, paid since last report, . . . . .	—	—
9. Funded debt, increase of, since last report, . . . . .	—	—
10. Total present amount of funded debt, . . . . .		145,000 00
11. Floating debt, per last report, . . . . .	33,197 68	
12. Floating debt, paid since last report, . . . . .	—	—
13. Floating debt, increase of, since last report, . . . . .	—	—
14. Total present amount of floating debt, . . . . .		33,197 68
15. Total present amount of funded and floating debt, . . . . .		178,197 68
16. Average rate of interest per annum, paid during the year, . . . . .	Nothing.	
17. Maximum amount of debts during the year, . . . . .	178,197 68	
<b>COST OF ROAD AND EQUIPMENT.</b>		
18. For graduation and masonry, per last report, . . . . .	\$90,208 49	
19. For graduation and masonry, paid during the past year, . . . . .	—	—
20. Total am't expended for graduation and masonry, . . . . .		\$90,208 49
21. For wooden bridges, per last report, . . . . .	—	—
22. For wooden bridges, paid during the past year, . . . . .	—	—
23. Total amount expended for wooden bridges, . . . . .	—	—
24. Total amount expended for iron bridges, (if any,) . . . . .	—	—
25. For superstructure, including iron, per last report, . . . . .	81,101 69	
26. For superstructure, including iron, paid during the past year, . . . . .	—	—
27. Total amount expended for superstructure, including iron, . . . . .		81,101 69
28. For stations, buildings and fixtures, per last report, . . . . .	9,524 17	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	—	—
30. Total amount expended for stations, buildings and fixtures, . . . . .		9,524 17
31. For land, land-damages and fences, per last report, . . . . .	31,703 13	
32. For land, land-damages and fences, paid during the past year, . . . . .	—	—

33. Total amount expended for land, land-damages and fences, . . . . .		\$31,703 13
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	-	-
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	\$2,615 00	-
44. For engineering paid during the past year, . . . . .	-	2,615 00
45. Total amount expended for engineering, . . . . .	-	-
46. For agencies and other expenses, per last report, . . . . .	29,303 54	-
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	29,303 54
49. Total cost of road and equipment, . . . . .	-	244,466 02
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	None.	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	9 miles, 1,368 feet.
52. Length of single main track, . . . . .	9 miles, 1,368 feet.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	1,150 feet.
56. Weight of rail, per yard, in main road, . . . . .	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-
58. Maximum grade, with its length, in main road, . . . . .	50 feet, 6,100 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	-
60. Total rise and fall in main road, . . . . .	150 feet rise, 85 feet fall.
61. Total rise and fall in branch roads, . . . . .	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	-
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-
64. Total degrees of curvature in main road, . . . . .	351°
65. Total degrees of curvature in branch roads, . . . . .	-
66. Total length of straight line in main road, . . . . .	5 miles, 390 feet.
67. Total length of straight line in branches, . . . . .	-
68. Aggregate length of wooden truss bridges, . . . . .	-
69. Aggregate length of all other wooden bridges, . . . . .	-
70. Aggregate length of iron bridges, . . . . .	-
71. Whole length of road unfenced on both sides, . . . . .	-
72. Number of public ways crossed at grade, . . . . .	14
73. Number of railroads crossed at grade, . . . . .	2
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	-
76. Way stations for accommodation trains, . . . . .	5
77. Flag stations, . . . . .	2
78. Whole number of way stations, . . . . .	5
79. Whole number of flag stations, . . . . .	2

NOTE.—This road is leased to Boston and Maine Railroad, and its "DOINGS DURING THE YEAR," and its "INCOME" and "EXPENDITURES," are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

FRANCIS COGSWELL,  
PETER T. HOMER,  
E. J. M. HALE,  
GEORGE C. LORD,  
AMOS PAUL,  
JOHN E. BICKFORD,  
N. G. WHITE,

*Directors of the Danvers Railroad Corporation.*

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SUFFOLK, ss. January 2, 1869. Then personally appeared Francis Cogswell Peter T. Homer, E. J. M. Hale, George C. Lord, Amos Paul, John E. Bickford and N. G. White, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JAMES C. MERRILL, *Justice of the Peace.*

## R E P O R T

OF THE

## DORCHESTER AND MILTON RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$130,000 00
2. Number of shares of capital stock issued, . . . . .	733	
3. Increase of capital since last report, . . . . .	-	-
4. Capital paid in, per last report, . . . . .	\$73,340 00	-
5. Capital paid in since last report, . . . . .	-	-
6. Total amount of capital stock paid in, . . . . .		73,340 00
7. Funded debt, per last report, . . . . .	42,807 00	
8. Funded debt paid since last report, . . . . .	-	-
9. Funded debt, increase of, since last report, . . . . .	-	-
10. Total present amount of funded debt, . . . . .		42,807 00
11. Floating debt, per last report, . . . . .	15,641 07	
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	-	-
14. Total present amount of floating debt, . . . . .		15,641 07
15. Total present amount of funded and floating debt, . . . . .		58,448 07
16. Average rate of interest per annum paid during the year, . . . . .	-	-
17. Maximum amount of debts during the year, . . . . .	58,448 07	
<b>COST OF ROAD AND EQUIPMENT.</b>		
18. For graduation and masonry, per last report, . . . . .	\$40,724 80	
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total am't expended for graduation and masonry, . . . . .		40,724 80
21. For wooden bridges, per last report, . . . . .	6,209 02	
22. For wooden bridges, paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .		6,209 02
24. Total amount expended for iron bridges (if any,) . . . . .	-	-
25. For superstructure, including iron, per last report, . . . . .	30,051 73	
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .		30,051 73
28. For stations, buildings and fixtures, per last report, . . . . .	11,508 69	
29. For stations, buildings and fixtures paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .		11,508 69
31. For land, land-damages and fences, per last report, . . . . .	32,654 06	
32. For land, land-damages and fences paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages, and fences, . . . . .		\$32,654 06
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	-	-
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	\$10,155 82	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	10,155 82
46. For agencies and other expenses, per last report, . . . . .	5,068 65	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	5,068 65
49. Total cost of road and equipment, . . . . .	-	136,372 77
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

#### CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	3 miles, 1,300 feet.	
52. Length of single main track, . . . . .	3 miles, 1,300 feet.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	-	-
56. Weight of rail, per yard, in main road, . . . . .	52 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	{ 39 6-10 feet; whole distance, 6,000 feet.	
59. Maximum grade, with its length, in branch roads, . . . . .		-
60. Total rise and fall in main road, . . . . .	54½ feet.	
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	410 feet radius; 200 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature in main road, . . . . .	237½°	
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	2 42-100 miles.	
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	101 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	-	-
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	1½ miles, salt marsh.	
72. Number of public ways crossed at grade, . . . . .	2	
73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	4	
77. Flag stations, . . . . .	2	
78. Whole number of way stations, . . . . .	4	
79. Whole number of flag stations, . . . . .	2	



## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .

Included in Report of Old Colony and Newport Railway Company.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

Included in Report of Old Colony and Newport Railway Company.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .

Included in Report of Old Colony and Newport Railway Company.

None.

None.

None.

119. Number of merchandise cars, . . . . .	None.
120. Number of gravel cars, . . . . .	None.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	Included in Report of Old Colony and Newport Railway Company.
1. Wood, number of cords, . . . . . Cost of the same, . . . . .	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . tons. Cost of the same, . . . . .	
122. For oil used by cars and engines, . . . . .	
123. For waste and other material for cleaning, . . . . .	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	
126. For gratuities and damages, . . . . .	
127. For taxes and insurance, . . . . .	
128. For ferries, . . . . .	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	
130. For renewals of iron, including laying down, . . . . .	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	None.
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	
135. Total miscellaneous, . . . . .	
136. Total expenditures for working the road, . . . . .	
137. Total amount of interest paid during the year, . . . . .	

## INCOME DURING THE YEAR.

138. For Passengers :—	Included in Report of Old Colony and Newport Railway Company.
1. On main road, including branches owned by company, . . . . .	
2. To and from other roads, specifying what, . . . . .	
139. For Freight :—	
1. On main road and branches owned by Co., . . . . .	
2. To and from other connecting roads, . . . . .	
140. U. S. mails, . . . . .	
141. Rents, . . . . .	
142. Total income, . . . . .	
143. Net earnings, after deducting expenses, . . . . .	

## DIVIDENDS.

144. per cent. Total, . . . . .	None made.
145. Surplus not divided, . . . . .	None.
146. Surplus last year, . . . . .	None.
147. Total surplus, . . . . .	None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . .	\$58,448 07	
152. Mortgage debt paid since last report, . . . .	-	-
153. Increase of mortgage debt since last report, . . . .	-	-
154. Present amount of mortgage debts, . . . .	58,448 07	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . .	5	

ONSLOW STEARNS,  
 URIEL CROCKER,  
 GEO. A. KETTELL,  
 FRANCIS B. HAYES,  
 NATH'L F. SAFFORD,

*Directors of the Dorchester and Milton Branch Railroad Corporation.*

SUFFOLK, ss. December 24, 1868. Then personally appeared Onslow Stearns, Uriel Crocker, Geo. A. Kettell, Francis B. Hayes, Nath'l F. Safford, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN M. WASHBURN, *Justice of the Peace.*

## REPORT

OF THE

## EASTERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [authorized by law,]		\$5,160,000 00
2. Number of shares of capital stock issued,	38,833	
3. Increase of capital since last report,	Answered in No. 1.	
4. Capital paid in, per last report,	\$3,883,300 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,	3,883,300 00	
7. Funded debt, per last report,	1,770,400 00	
8. Funded debt paid since last report,	78,000 00	
9. Funded debt, increase of, since last report,	500,000 00	
10. Total present amount of funded debt,	2,192,400 00	
11. Floating debt, per last report,	663,200 00	
12. Floating debt paid since last report,	-	
13. Floating debt, increase of, since last report,	193,000 00	
14. Total present amount of floating debt,	856,200 00	
15. Total present amount of funded and floating debt,	3,048,600 00	
16. Average rate of interest per annum paid during the year, [on bonds, 5 and 6 per cent.,]	-	
17. Maximum amount of debts during the year,	2,192,400 00	
<b>COST OF ROAD AND EQUIPMENT.</b>		
18. For graduation and masonry, per last report,	\$907,804 94	
19. For graduation and masonry paid during the past year,	152,169 32	
20. Total am't expended for graduation and masonry,	\$1,059,974 26	
21. For wooden bridges, per last report,	440,366 09	
22. For wooden bridges paid during the past year,	273,011 60	
23. Total amount expended for wooden bridges,	713,366 69	
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	1,330,328 11	
26. For superstructure, including iron, paid during the past year,	174,682 71	
27. Total amount expended for superstructure, including iron,	1,505,010 82	
28. For stations, buildings and fixtures, per last report,	746,872 28	
29. For stations, buildings and fixtures, paid during the past year,	106,856 32	
30. Total amount expended for stations, buildings and fixtures,	853,728 60	
31. For land, land-damages and fences, per last report,	886,719 11	
32. For land, land-damages and fences, paid during the past year,	17,994 73	

33. Total amount expended for land, land-damages, and fences, . . . . .		\$904,713 84
34. For locomotives, per last report, . . . . .	\$356,373 38	
35. For locomotives paid during the past year, . . . . .	40,020 32	
36. Total amount expended for locomotives, . . . . .		396,393 70
37. For passenger and baggage cars, per last report, . . . . .	101,699 29	
38. For passenger and baggage cars paid during the past year, . . . . .	37,279 65	
39. Total amount expended for passenger and baggage cars, . . . . .		138,978 94
40. For merchandise cars, per last report, . . . . .	164,261 17	
41. For merchandise cars paid during the past year, . . . . .	39,958 86	
42. Total amount expended for merchandise cars, . . . . .		204,220 03
43. For engineering, per last report, . . . . .	304,196 60	
44. For engineering paid during the past year, . . . . .	24,649 09	
45. Total amount expended for engineering, . . . . .		328,845 69
46. For agencies and other expenses, per last report, . . . . .	Nothing.	
47. For agencies and other expenses paid during the past year, . . . . .	Nothing.	
48. Total amount expended for agencies and other expenses, . . . . .	Nothing.	
49. Total cost of road and equipment, . . . . .		6,105,232 57
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	826,667 43	
[Cost of Rockport Railroad included in the above classification.]		
DOINGS DURING THE YEAR.*		
80. Miles run by passenger trains, . . . . .	539,708	
81. Miles run by freight trains, . . . . .	177,798	
82. Miles run by other trains, . . . . .	182,774	
83. Total miles run, . . . . .		900,280
84. Number of passengers carried in the cars, . . . . .	3,106,787	
85. Number of passengers carried one mile, . . . . .	44,047,644	
86. Number of tons of merchandise carried in the cars, . . . . .	281,809	
87. Number of tons of merchandise carried one mile, . . . . .	7,947,902	
88. Number of passengers carried one mile, to and from other roads, . . . . .	3,741,528	
89. Number of tons carried one mile, to and from other roads, . . . . .	3,063,597	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	28 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	28 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . . .	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	22 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	8,809,528	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	4,768,741	

\* For "CHARACTERISTICS OF ROAD," see next page.

## CHARACTERISTICS OF ROAD.

## EASTERN RAILROAD.

	MAIN ROAD.	BRANCHES.			
		Marblehead.	Gloucester.*	Salisbury.	Saugus.
51. Length of road, [miles,]	44.1056	-	-	-	-
52. Length of single main track, [miles,]	44.1050	-	-	-	-
53. Length of double main track, [miles,]	17.75	-	-	-	-
54. Length of branches owned by Co., whether single or double track, [single track,]	-	3.50 m.	16.56 m.	3.41 m.	10.10 m.
55. Aggregate length of sidings and other tracks, excepting main track and branches, [miles,]	87,146 ft.	1,098 ft.	6,623 ft.	1,596 ft.	1,583 ft.
56. Weight of rail per yard in main road, [lbs.,]	57,60, 62	-	-	-	-
57. Weight of rail per yard in branch roads, (specify the different weights per yard,)	40 feet.	55 lbs.	50 lbs.	46 lbs.	60 lbs.
58. Maximum grade, with its length, in main road, [length, 4,600 feet,]	-	-	-	-	-
59. Maximum grade, with its length, in branch roads,	578 297	40 ft.	50 ft.	41 ft.	40 ft.
60. Total rise and fall in main road,	-	185 ft.	33.26 ft.	39.5 ft.	78½ ft.
61. Total rise and fall in branch roads,	1,000 ft.	900 ft.	1,910 ft.	400 ft.	500 ft.
62. Shortest radius of curvature, with length of curve, in main road, [radius 1,140 ft.,]	450°	-	-	-	-
63. Shortest radius of curvature, with length of curve, in branch roads, [" 1,146 ft.,]	-	-	480°	283°	517°
64. Total degrees of curvature in main road,	28,495 ft.	1,331 ft.	20,429 ft.	166 ft.	2,715 ft.
65. Total degrees of curvature in branch roads,	-	-	-	-	-
66. Total length of straight line in main road,	1,294 ft.	-	-	-	-
67. Total length of straight line in branch roads,	9,384 ft.	466 ft.	420 ft.	196 ft.	665 ft.
68. Aggregate length of wooden truss bridges,	None.	-	-	-	-
69. Aggregate length of all other wooden bridges,	Ab't 2 m.	None.	None.	None.	None.
70. Aggregate length of iron bridges,	107	-	-	-	-
71. Whole length of road unfenced on both sides,	3 h., 3 st. †	-	-	-	-
72. Number of public ways crossed at grade,	None.	-	-	-	-
73. Number of railroads crossed at grade,	None.	-	-	-	-
74. Remarks,	2	-	-	-	-
75. Way stations for express trains,	18	-	-	-	-
76. Way stations for accommodation trains,	12	-	-	-	-
77. Flag stations,	18	1	4	1	7
78. Whole number of way stations,	12	-	2	-	1
79. Whole number of flag stations,	12	1	4	1	7

\* Including Rockport road purchased. [† 3 horse, 3 steam.]

EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$78,462 26	
99. For repairs of wooden bridges, . . .	14,120 30	
100. For wages of switchmen, average per month, . . . \$45 00		} Total, 24,772 86
101. For wages of gate-keepers, average per month, . . . 26 00		
102. For wages of signal-men, average per month, . . . 45 00		
103. For wages of watchmen, average per month, . . . 52 50		
104. Number of men employed, exclusive of those engaged in construction, . . .	741	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	2,020 44	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	1,577 06	
107. Total for maintenance of way, . . .		\$120,962 82
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . .	\$84,491 07	
109. For new locomotives, to cover depreciation, [repairs equal to depreciation,] . . .	-	-
110. For repairs of passenger cars, . . .	62,328 26	
111. For new passenger cars, to cover depreciation, [repairs equal to depreciation,] . . .	-	-
112. For repairs of merchandise cars, . . .	41,456 56	
113. For new merchandise cars, to cover depreciation, [repairs equal to depreciation,] . . .	-	-
114. For repairs of gravel and other cars, [included in 112,] . . .	-	-
115. Total for maintenance of motive power and cars, . . .		\$188,275 89
116. Number of engines, . . .	42	
117. Number of passenger cars, . . .	73	
118. Number of baggage cars, [and express cars,] . . .	24	
119. Number of merchandise cars, . . .	666	
120. Number of gravel cars, . . .	33	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 1,478. Cost of the same, . . .	\$10,655 68	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 13,695. Cost of same, . . .	103,170 86	
122. For oil used by cars and engines, . . .	14,200 71	
123. For waste and other material for cleaning, . . .	2,960 80	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . .	179,998 11	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . .	85,892 80	
126. For gratuities and damages, . . .	7,795 67	
127. For taxes and insurance, . . .	25,271 00	
128. For ferries, . . .	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . .	27,050 87	
130. For renewals of iron, including laying down, [and]	} 76,869 94	
131. For new iron laid down, deducting the value of old iron taken up, . . .		

132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Boston and Maine Railroad,] . . . . .	\$3,215 04
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	22,193 88
135. Total miscellaneous, . . . . .	\$559,274 76
136. Total expenditures for working the road, . . . . .	868,503 57
137. Total amount of interest paid during the year, . . . . .	133,608 90

## INCOME DURING THE YEAR. \*

138. <i>For Passengers</i> :—	
1. On main road, including branches owned by company, . . . . .	\$882,966 75
2. To and from other roads, specifying what, . . . . .	95,439 20
139. <i>For Freight</i> :—	
1. On main road and branches owned by company, . . . . .	324,713 21
2. To and from other connecting roads, . . . . .	72,937 92
140. U. S. mails, . . . . .	12,387 24
141. Rents, [and miscellaneous,] . . . . .	63,767 78
142. Total income, . . . . .	1,452,212 10
[After deducting U. S. tax, \$24,769.71,] . . . . .	1,427,442 39
143. Net earnings, after deducting expenses, [and interest,] . . . . .	425,329 92

## DIVIDENDS.

144. 8 per cent. Total, [and U. S. tax,] . . . . .	\$368,488 42
145. Surplus not divided, . . . . .	56,841 50
146. Surplus last year, . . . . .	249,428 71
147. Total surplus, . . . . .	\$306,270 21
[Less profit and loss,] . . . . .	85,253 79
	<hr/>
	\$221,016 42

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

## VIZ. :—

148. Of road and bridges, . . . . .	Nothing.
149. Buildings, . . . . .	Nothing.
150. Engines and cars, . . . . .	Nothing.

## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	\$469,400 00
152. Mortgage debt paid since last report, . . . . .	75,000 00
153. Increase of mortgage debt since last report, . . . . .	Nothing.
154. Present amount of mortgage debts, . . . . .	394,400 00
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	Two.



## ACCIDENTS.

*February 4, 1868.*—Geo. Garland fell under the freight train, at Lynn, and was killed.

*April 17.*—Lewis Waterman, a flagman at Chelsea, was killed in attempting to cross the track in front of train.

*May 12.*—Mary Johnson, in attempting to cross the track at Lynn, was struck by a train and killed.

*May 20.*—Andrew Berry, lying on the track near Boxford, was killed by a train.

*May 30.* ——— Manning fell under the cars at Boston, and was somewhat injured.

*July 4.*—Chas. Eaton, lying on the track near Salisbury, was run over by a train and killed.

*July 10.*—Joshua Trask, walking on the track near Beverly, was struck by a train and killed.

*August 31.*—A child, ——— Murphy, was struck by a train at East Boston and somewhat injured.

*September 12.* ——— Bailey, walking on the track near Ipswich, was struck by a freight train and severely injured.

*September 12.*—J. Wetherbee, in attempting to get upon a train after it had started, fell under the wheels and had an arm cut off.

*September 15.*—Wm. Noble, walking on the track near Chelsea, was struck by a train and killed.

*October 23.*—A boy named Baker, in attempting to get upon a freight train near Boston, had one arm injured so that amputation was necessary.

GEORGE M. BROWNE,  
HENRY L. WILLIAMS,  
W. L. DWIGHT,  
FRANKLIN HAVEN,  
N. THAYER,  
BENJ. E. BATES,

*Directors of the Eastern Railroad Corporation.*

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SUFFOLK, ss. December 22, 1868. Then personally appeared George M. Browne, Henry L. Williams, W. L. Dwight, Franklin Haven, N. Thayer and Benj. E. Bates, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

JOHN B. PARKER, *Justice of the Peace.*

## REPORT

OF THE

## EASTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$50,000 00
2. Number of shares of capital stock issued, . . . . .	495	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$49,662 50	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .	-	-
7. Funded debt, per last report, . . . . .	None.	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .	None.	
11. Floating debt, per last report, . . . . .	None.	
12. Floating debt paid since last report, . . . . .	None.	
13. Floating debt, increase of, since last report, . . . . .	None.	
14. Total present amount of floating debt, . . . . .	None.	
15. Total present amount of funded and floating debt, . . . . .	None.	
16. Average rate of interest per annum paid during the year, . . . . .	None.	
17. Maximum amount of debts during the year, . . . . .	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	-	-
19. For graduation and masonry paid during the past year, . . . . .	None.	
20. Total amount expended for graduation and masonry, . . . . .		\$15,541 26
21. For wooden bridges, per last report, . . . . .		
22. For wooden bridges paid during the past year, . . . . .	None.	
23. Total amount expended for wooden bridges, . . . . .	Nothing.	
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.	
25. For superstructure, including iron, per last report, . . . . .	Nothing.	
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .		24,416 83
28. For stations, buildings and fixtures, per last report, . . . . .	-	-
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		7,101 48
31. For land, land-damages and fences, per last report, . . . . .	-	-
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.	

33. Total amount expended for land, land-damages, and fences, . . . . .		\$7,797 25
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	-	-
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	Nothing.	
45. Total amount expended for engineering, . . . . .		1,287 45
46. For agencies and other expenses, per last report, . . . . .	Nothing.	
47. For agencies and other expenses paid during the past year, . . . . .	Nothing.	
48. Total amount expended for agencies and other expenses, . . . . .	Nothing.	
49. Total cost of road and equipment, . . . . .		56,144 27
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	3½ miles 177 feet.
52. Length of single main track, . . . . .	3½ miles 177 feet.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	None.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	72 6-10 feet for 3,400 feet.
59. Maximum grade, with its length in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	118 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	716 feet for 447 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	205°
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	1½ miles 886 feet.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	None.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	3
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	None.
77. Flag stations, . . . . .	None.
78. Whole number of way stations, . . . . .	None.
79. Whole number of flag stations, . . . . .	None.

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . .
81. Miles run by freight trains, . . . .
82. Miles run by other trains, . . . .
83. Total miles run, . . . .
84. Number of passengers carried in the cars, . . . .
85. Number of passengers carried one mile, . . . .
86. Number of tons of merchandise carried in the cars, . . . .
87. Number of tons of merchandise carried one mile, . . . .
88. Number of passengers carried one mile, to and from other roads, . . . .
89. Number of tons carried one mile, to and from other roads, . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . .
92. Rate of speed adopted for accommodation trains, . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . .
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . .

Included in Report of Old Colony and Newport Railway Company.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . .
99. For repairs of wooden bridges, . . . .
100. For wages of switchmen, average per month, . . . . \$
101. For wages of gate-keepers, average per month, . . . .
102. For wages of signal-men, average per month, . . . .
103. For wages of watchmen, average per month, . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . .
106. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . .
107. Total for maintenance of way, . . . .

Included in Report of Old Colony and Newport Railway Company.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . .
109. For new locomotives, to cover depreciation, . . . .
110. For repairs of passenger cars, . . . .
111. For new passenger cars, to cover depreciation, . . . .
112. For repairs of merchandise cars, . . . .
113. For new merchandise cars, to cover depreciation, . . . .
114. For repairs of gravel and other cars, . . . .
115. Total for maintenance of motive power and cars, . . . .
116. Number of engines, . . . .
117. Number of passenger cars, . . . .
118. Number of baggage cars, . . . .
119. Number of merchandise cars, . . . .
120. Number of gravel cars, . . . .

Included in Report of Old Colony and Newport Railway Company.

None.  
None.  
None.  
None.  
None.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—  
 1. Wood, No. of cords, . . . Cost of the same, \$ . . .  
 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of same, . . .  
 122. For oil used by cars and engines, . . .  
 123. For waste and other material for cleaning, . . .  
 124. For salaries, wages and incidental expenses, chargeable to passenger department, . . .  
 125. For salaries, wages and incidental expenses, chargeable to freight department, . . .  
 126. For gratuities and damages, . . .  
 127. For taxes and insurance, . . .  
 128. For ferries, . . .  
 129. For repairs of station buildings, aqueducts, fixtures, furniture, . . .  
 130. For renewals of iron, including laying down, . . .  
 131. For new iron laid down, deducting the value of old iron taken up, . . .  
 132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . .  
 133. For amount paid other companies, as rent for use of their roads, specifying each company, . . .  
 134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .  
 135. Total miscellaneous, . . .  
 136. Total expenditures for working the road, . . .  
 137. Total amount of interest paid during the year, . . .

Included in Report of Old Colony and Newport Railway Company.

None.

## INCOME DURING THE YEAR.

138. For *Passengers* :—  
 1. On main road, including branches owned by company, . . .  
 2. To and from other roads, specifying what, . . .  
 139. For *Freight* :—  
 1. On main road and branches owned by company, . . .  
 2. To and from other connecting roads, . . .  
 140. U. S. mails, . . .  
 141. Rents, . . .  
 142. Total income, . . .  
 143. Net earnings, after deducting expenses, . . .

Including in Report of Old Colony and Newport Railway Company.

## DIVIDENDS.

144. per cent. Total, . . .  
 145. Surplus not divided, . . .  
 146. Surplus last year, . . .  
 147. Total surplus, . . .

None made.

None.

None.

None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :

148. Of road and bridges, . . .  
 149. Buildings, . . .  
 150. Engines and cars, . . .

Nothing.

Nothing.

Nothing.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	None.
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	None.
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.

OLIVER AMES,  
 URIEL CROCKER,  
 GEO. A. KETTELL,  
 FRANCIS B. HAYES,  
 ONSLOW STEARNS,

*Directors of the Easton Branch Railroad Corporation.*

SUFFOLK, ss. December 24, 1868. Then personally appeared Uriel Crocker, Geo. A. Kettell, Francis B. Hayes, Onslow Stearns and Oliver Ames, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN M. WASHBURN, *Justice of the Peace.*

## R E P O R T

OF THE

FALL RIVER, WARREN AND PROVIDENCE RAILROAD  
CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$150,000 00
2. Number of shares of capital stock issued, . . . . .	1,500
3. Increase of capital since last report, . . . . .	Nothing.
4. Capital paid in, per last report, . . . . .	\$150,000 00
5. Capital paid in since last report, . . . . .	Nothing.
6. Total amount of capital stock paid in, . . . . .	150,000 00
7. Funded debt, per last report, . . . . .	Nothing.
8. Funded debt paid since last report, . . . . .	Nothing.
9. Funded debt, increase of, since last report, . . . . .	Nothing.
10. Total present amount of funded debt, . . . . .	Nothing.
11. Floating debt, per last report, . . . . .	227,450 00
12. Floating debt paid since last report, . . . . .	Nothing.
13. Floating debt, increase of, since last report, . . . . .	11,500 00
14. Total present amount of floating debt, . . . . .	238,450 00
15. Total present amount of funded and floating debt, . . . . .	238,450 00
16. Average rate of interest per annum, paid during the year, . . . . .	7½ per cent.
17. Maximum amount of debts during the year, . . . . .	-
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry per last report, . . . . .	{ Mass., \$133,211 07
19. For graduation and masonry paid during the past year, . . . . .	{ R. I., 25,004 32
20. Total amount expended for graduation and masonry, . . . . .	{ Mass., \$2,463 23
21. For wooden bridges, per last report, . . . . .	{ R. I., 534 00
22. For wooden bridges paid during the past year, . . . . .	161,212 63
23. Total amount expended for wooden bridges, . . . . .	Mass., \$25,957 97
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.
25. For superstructure, including iron, per last report, . . . . .	25,957 97
26. For superstructure, including iron, paid during the past year, . . . . .	No iron bridges.
27. Total amount expended for superstructure, including iron, . . . . .	{ Mass., 47,896 11
28. For stations, buildings and fixtures, per last report, . . . . .	{ R. I., 31,209 42
29. For stations, buildings and fixtures, paid during the past year, . . . . .	Nothing.
30. Total amount expended for stations, buildings and fixtures, . . . . .	79,105 53
	{ Mass., 8,985 12
	{ R. I., 100 55
	Nothing.
	9,085 57

31. For land, land-damages and fences, per last report,	{ Mass., \$11,824 96
32. For land, land-damages and fences, paid during the past year, . . . . .	{ R. I., 8,144 94
33. Total amount expended for land, land-damages, and fences, . . . . .	Mass., 103 10
34. For locomotives, per last report, . . . . .	\$20,073 00
35. For locomotives paid during the past year, . . . . .	
36. Total amount expended for locomotives, . . . . .	
37. For passenger and baggage cars, per last report, . . . . .	} Hired by the Company.
38. For passenger and baggage cars paid during the past year, . . . . .	
39. Total amount expended for passenger and baggage cars, . . . . .	
40. For merchandise cars, per last report, . . . . .	382 76
41. For merchandise cars paid during the past year, . . . . .	Nothing.
42. Total amount expended for merchandise cars, . . . . .	382 76
43. For engineering, per last report, . . . . .	9,610 29
44. For engineering paid during the past year, . . . . .	Nothing.
45. Total amount expended for engineering, . . . . .	9,610 29
46. For agencies and other expenses, per last report, . . . . .	2,872 45
47. For agencies and other expenses, paid during the past year, . . . . .	Nothing.
48. Total amount expended for agencies and other expenses, . . . . .	2,872 45
49. Total cost of road and equipment, . . . . .	330,059 39
50. Amount of assets or property held by the corporation in addition to the cost of the road, [Steamer "Oriole"] . . . . .	21,759 10

## CHARACTERISTICS OF ROAD.

51. Length of road, [Mass., 3.662. R. I., 2.132.] . . . . .	5.794 miles.
52. Length of single main track, [Mass., 3.662. R. I., 2.132.] . . . . .	5.794 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	None.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	{ Ma., 56.23 ft., 2,400 ft. long.
59. Maximum grade, with its length, in branch roads, . . . . .	{ R. I., 63.36 ft., 1,600 ft. long.
60. Total rise and fall in main road, . . . . .	{ Mass., 99,750 } 163,275 ft.
61. Total rise and fall in branch roads, . . . . .	{ R. I., 63,525 } 163,275 ft.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	None.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	{ Ms., 1,433 ft. r., 850 ft. long.
64. Total degrees of curvature in main road, . . . . .	{ R. I., 9,554 ft. r., 800 ft. long.
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	{ Mass., 95° 59'
67. Total length of straight line in branches, . . . . .	{ R. I., 114° 57'
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	{ Mass., 15,916.5 } 23,809.9
	{ R. I., 7,893.4 } 23,809.9
	None.
	{ Mass., 259 ft. 10 in.
	{ R. I., 259 ft. 10 in.
	Mass., 36 ft., R. I., 36 ft.



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70. Aggregate length of iron bridges, . . . . .	None.	
71. Whole length of road unfenced on both sides, . . . . .	None.	
72. Number of public ways crossed at grade, . . . . .	Mass., 1; R. I., 3.	
73. Number of railroads crossed at grade, . . . . .	None.	
74. Remarks, . . . . .	None.	
75. Way stations for express trains, . . . . .	None.	
76. Way stations for accommodation trains, . . . . .	2	
77. Flag stations, . . . . .	None.	
78. Whole number of way stations, . . . . .	2	
79. Whole number of flag stations, . . . . .	None.	
<b>DOINGS DURING THE YEAR.</b>		
80. Miles run by passenger trains, . . . . .	10,816	
81. Miles run by freight trains, . . . . .	None.	
82. Miles run by other trains, . . . . .	None.	
83. Total miles run, . . . . .		10,816
84. Number of passengers carried in the cars, . . . . .	76,770	
85. Number of passengers carried one mile, . . . . .	882,121	
86. Number of tons of merchandise carried in the cars, . . . . .	-	-
87. Number of tons of merchandise carried one mile, . . . . .	-	-
88. Number of passengers carried one mile to and from other roads, . . . . .	351,615	
89. Number of tons carried one mile to and from other roads, . . . . .	-	-
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No express passenger train.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	No express passenger train.	
92. Rate of speed adopted for accommodation trains, . . . . .	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	24 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	None.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	None.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	199,200	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	None.	
<b>EXPENDITURES FOR WORKING THE ROAD.</b>		
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .	{ Ms. \$1,526 51 } { R. I., 989 25 }	\$2,515 76
99. For repairs of wooden bridges, . . . . .	-	-
100. For wages of switchmen, average per month, . . . . . \$85 80	Total,	1,691 90
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . . 53 00		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	10	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	Nothing.	
107. Total for maintenance of way, . . . . .		4,207 66

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$2,735 14
109. For new locomotives, to cover depreciation, . .	Nothing.
110. For repairs of passenger cars, . . . . .	142 25
111. For new passenger cars, to cover depreciation, .	Nothing.
112. For repairs of merchandise cars, . . . . .	Nothing.
113. For new merchandise cars, to cover depreciation, .	Nothing.
114. For repairs of gravel and other cars, . . . . .	Nothing.
115. Total for maintenance of motive power and cars, .	\$2,877 39
116. Number of engines, . . . . .	} Hired by the Company.
117. Number of passenger cars, . . . . .	
118. Number of baggage cars, . . . . .	
119. Number of merchandise cars, . . . . .	
120. Number of gravel cars, . . . . .	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, number of cords, 103. Cost of the same, . . . . .	\$824 74
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 361. Cost of same, . . . . .	2,528 48
122. For oil used by cars and engines, . . . . .	472 26
123. For waste and other material for cleaning, . . .	139 60
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .	5,615 49
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .	Nothing.
126. For gratuities and damages, . . . . .	Nothing.
127. For taxes and insurance, . . . . .	1,221 43
128. For ferries, . . . . .	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	55 38
130. For renewals of iron, including laying down, . .	4 00
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	Nothing.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	\$610 38. O. C. R. R. Co.
133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .	Nothing.
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	624 70
135. Total miscellaneous, . . . . .	\$12,096 46
[Amount paid account steamer "Oriole,"] . . . . .	6,368 49
136. Total expenditures for working the road, . . .	25,549 20
137. Total amount of interest paid during the year, .	15,098 22

## INCOME DURING THE YEAR.

138. For Passengers :—	
1. On main road, including branches owned by company, . . . . .	} \$30,736 08
2. To and from other roads, specifying what, . . .	
139. For Freight :—	
1. On main road, and branches owned by Co., . . .	} 523 91
2. To and from other connecting roads, . . . . .	
140. U. S. mails, . . . . .	Nothing.
141. Rents, . . . . .	60 00
142. Total income, . . . . .	\$31,319 99
143. Net earnings, after deducting expenses, . . .	-

DIVIDENDS.					
144.	per cent. Total,	.	.	.	.
145.	Surplus not divided,	.	.	.	.
146.	Surplus last year,	.	.	.	.
147.	Total surplus,	.	.	.	.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—					
148.	Of road and bridges,	.	.	.	.
149.	Buildings,	.	.	.	.
150.	Engines and cars,	.	.	.	.
MORTGAGE DEBTS.					
151.	Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	\$200,000 00
152.	Mortgage debt paid since last report,	.	.	.	None.
153.	Increase of mortgage debt since last report,	.	.	.	None.
154.	Present amount of mortgage debts,	.	.	.	200,000 00
155.	Number of mortgages on road and franchise, or any property of the Corporation,	.	.	.	One.

EARL P. MASON,  
JAMES Y. SMITH,  
C. T. CHILD,  
WINGATE HAYES,  
CHAS. A. NICHOLS,

*Directors of the Fall River, Warren and Providence Railroad Corporation.*

#### THE STATE OF RHODE ISLAND.

CITY AND COUNTY OF PROVIDENCE, ss. January 4, 1869. Then personally appeared Earl P. Mason, James Y. Smith and Wingate Hayes, and on the fifth day of said January Charles A. Nichols also appeared, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

HENRY MARTIN, *Justice of the Peace.*

PROVIDENCE, R. I., January 5, 1869. The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, have examined the above report and believe it to be correct, and herewith approve the same.

CHARLES EDWARD POWERS,  
*Commissioner for Massachusetts.*  
JOHN B. HUMPHREYS,  
*Commissioner for Rhode Island.*

*Report of the Commissioners of the Fall River, Warren and Providence Railroad Company to the Legislature of Massachusetts, for the year ending November 30, 1868.*

The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, met at the office of the Company, in Providence, on Tuesday, the 5th

day of January, 1869, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island; and having examined the accounts of said Company, we find that there has been expended for the road in Massachusetts, to the 30th of November, 1868, the sum of . . . . . \$251,216 32  
That there had been expended in Rhode Island, to the 30th of November, 1868, the sum of . . . . . 78,843 07

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Making the whole cost of the road, to the 30th of November, 1868, . \$330,059 39

The Commissioners further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter of the Company.

CHARLES EDWARD POWERS,  
*Commissioner for Massachusetts.*

JOHN B. HUMPHREYS,  
*Commissioner for Rhode Island.*

## REPORT

OF THE

## FITCHBURG RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$3,540,000 00
2. Number of shares of capital stock issued, . . . . .	35,400
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	\$3,540,000 00
5. Capital paid in since last report, . . . . .	-
6. Total amount of capital stock paid in, . . . . .	3,540,000 00
7. Funded debt, per last report, . . . . .	
8. Funded debt paid since last report, . . . . .	
9. Funded debt, increase of, since last report, . . . . .	
10. Total present amount of funded debt, . . . . .	
11. Floating debt, per last report, . . . . .	
12. Floating debt paid since last report, . . . . .	
13. Floating debt, increase of, since last report, . . . . .	
14. Total present amount of floating debt, . . . . .	
15. Total present amount of funded and floating debt, . . . . .	
16. Average rate of interest per annum paid during the year, . . . . .	
17. Maximum amount of debts during the year, . . . . .	
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . . . .	\$757,696 16
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total am't expended for graduation and masonry, . . . . .	\$757,696 16
21. For wooden bridges, per last report, . . . . .	300,000 00
22. For wooden bridges paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	300,000 00
24. Total amount expended for iron bridges. (if any,) . . . . .	-
25. For superstructure, including iron, per last report, . . . . .	905,000 00
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	905,000 00
28. For stations, buildings and fixtures, per last report, . . . . .	445,000 00
29. For stations, buildings and fixtures paid during the past year, . . . . .	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	445,000 00
31. For land, land-damages and fences, per last report, . . . . .	732,966 27
32. For land, land-damages and fences paid during the past year, . . . . .	-
33. Total amount expended for land, land-damages and fences, . . . . .	732,966 27

This Corporation has no debt.

24. For locomotives, per last report, . . . . .	\$150,000 00	
25. For locomotives paid during the past year, . . . . .	-	-
26. Total amount expended for locomotives, . . . . .		\$150,000 00
27. For passenger and baggage cars, per last report, . . . . .	31,000 00	
28. For passenger and baggage cars paid during the past year, . . . . .	-	-
29. Total amount expended for passenger and baggage cars, . . . . .		31,000 00
40. For merchandise cars, per last report, . . . . .	169,149 32	
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		169,149 32
43. For engineering, per last report, . . . . .	49,188 25	
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		49,188 25
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	-
49. Total cost of road and equipment, . . . . .		3,540,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	487,684 98	
[Also fuel, iron, lumber and other working materials, valued at \$109,016.62.]		

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	51 miles.	
52. Length of single main track, . . . . .	-	-
53. Length of double main track, . . . . .	51 miles.	
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	42½ miles, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	26½ miles.	
56. Weight of rail, per yard, in main road, . . . . .	56 to 63 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	49, 50, 53, 56 lbs.	
58. Maximum grade, with its length, in main road, . . . . .	40 feet, 5 12-100 miles.	
59. Maximum grade, with its length, in branch roads, . . . . .	97 feet, 3,200 feet.	
60. Total rise and fall in main road, . . . . .	739½ feet rise, 312 feet fall.	
61. Total rise and fall in branch roads, . . . . .	713½ feet.	
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	818 feet, 500 feet long.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	385 feet, 530 feet long.	
64. Total degrees of curvature in main road, . . . . .	1,694½°	
65. Total degrees of curvature in branch roads, . . . . .	2,428°	
66. Total length of straight line in main road, . . . . .	34 67-100 miles.	
67. Total length of straight line in branches, . . . . .	22 miles.	
68. Aggregate length of wooden truss bridges, . . . . .	1,658 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	6,054 feet.	
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	-	-
72. Number of public ways crossed at grade, . . . . .	125	
73. Number of railroads crossed at grade, . . . . .	4	
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	6	
76. Way stations for accommodation trains, . . . . .	9	
77. Flag stations, . . . . .	16	
78. Whole number of way stations, . . . . .	13 on main road and br'ch's.	
79. Whole number of flag stations, . . . . .	31 on main road and br'ch's.	

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . . .	279,822	
81. Miles run by freight trains, . . . . .	269,127	
82. Miles run by other trains, . . . . .	7,645	
83. Total miles run, . . . . .		556,594
84. Number of passengers carried in the cars, . . . . .	1,622,156	
85. Number of passengers carried one mile, . . . . .	20,619,491	
86. Number of tons of merchandise carried in the cars, . . . . .	559,368	
87. Number of tons of merchandise carried one mile, . . . . .	15,659,871	
88. Number of passengers carried one mile, to and from other roads, . . . . .	5,619,009	
89. Number of tons carried one mile, to and from other roads, . . . . .	10,675,136	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	26 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	26 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . . .	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	17 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	14,402 58	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	26,429,686	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$99,256 59	
99. For repairs of wooden bridges, . . . . .	22,644 84	
100. For wages of switchmen, average per month, . . . . . \$42 22		Total, 19,457 83
101. For wages of gate-keepers, average per month, . . . . . 27 00		
102. For wages of signal-men, average per month, . . . . . 39 17		
103. For wages of watchmen, average per month, . . . . . 40 85		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	521	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	4,166 30	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	2,791 29	
107. Total for maintenance of way, . . . . .		\$148,316 85
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . . . .	\$63,153 31	
109. For new locomotives, to cover depreciation, . . . . .	-	
110. For repairs of passenger cars, . . . . .	40,635 87	
111. For new passenger cars, to cover depreciation, . . . . .	-	
112. For repairs of merchandise cars, . . . . .	44,518 57	
113. For new merchandise cars, to cover depreciation, . . . . .	-	
114. For repairs of gravel and other cars, . . . . .	2,780 31	
115. Total for maintenance of motive power and cars, . . . . .		\$151,088 06
116. Number of engines, . . . . .	31	
117. Number of passenger cars, . . . . .	37	
118. Number of baggage cars, . . . . .	10	

119. Number of merchandise cars, . . . . .	{ 358 eight-wheel and 298 four-wheel.
120. Number of gravel cars, . . . . .	

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## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, number of cords, 6,258. Cost of the same, . . . . .	\$31,551 65
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 7,965. Cost of same, . . . . .	58,669 38
122. For oil used by cars and engines, . . . . .	6,474 99
123. For waste and other material for cleaning, . . . . .	2,779 27
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .	57,264 45
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .	105,447 42
126. For gratuities and damages, . . . . .	6,636 70
127. For taxes and insurance, . . . . .	72,620 25
128. For ferries, . . . . .	- -
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	65,889 63
130. For renewals of iron, including laying down, . . . . .	{ 82,410 03
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	- -
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	21,910 02
135. Total miscellaneous, . . . . .	\$511,553 79
136. Total expenditures for working the road, . . . . .	810,958 70
137. Total amount of interest paid during the year, . . . . .	- -

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road, including branches owned by company, . . . . .	\$348,431 17
2. To and from other roads, specifying what, . . . . .	116,970 47
139. For <i>Freight</i> :—	
1. On main road, and branches owned by Co., . . . . .	358,525 10
2. To and from other connecting roads, . . . . .	281,067 44
140. U. S. mails, . . . . .	10,000 00
141. Rents, . . . . .	40,265 14
142. Total income, . . . . .	\$1,155,259 32
143. Net earnings, after deducting expenses, . . . . .	344,300 62

## DIVIDENDS.

144. 8 per cent. [and tax.] Total, . . . . .	\$298,105 30
145. Surplus not divided, . . . . .	\$46,195 32
146. Surplus last year, . . . . .	510,280 66
147. Total surplus, . . . . .	556,475 98

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	{ Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	



## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} No debt.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages on road and franchise, or any property of the corporation, . . . . .	

## ACCIDENTS.

*December 3, 1867.*—Ira Younglove was struck by an engine while walking upon the track about a mile below Fitchburg, and had his arm broken.

*December 5.*—A hack was driven upon the track, and against a passing train. The occupants escaped without serious injury.

*January 30, 1868.*—J. A. Butterfield, (brakeman,) was fatally injured while coupling cars at Marlborough.

*March 3.*—A child of Mr. Stewart, of West Groton, while upon the track about a mile beyond the station, was run over and so severely injured as to cause its death.

*June 29.*—George C. Leach, (brakeman,) while coupling cars in the Charlestown yard, was so severely injured as to cause his death.

*July 9.*—John Chamberlin, (brakeman) was injured at Waltham by falling from a car.

*August 6.*—A boy named John Traverse, while standing upon the track, was struck by a passing engine, and severely bruised.

*September 3.*—John Foley was killed while walking upon the track near the brick yards.

*October 6.*—James E. Lewis was killed at the second bridge below Fitchburg. When first seen, he was in the bridge, walking towards the engine. He turned back, and had gone a few feet outside of the bridge, when he was struck by the engine.

*November 5.*—John Hyde was run over and killed while lying upon the track between West Townsend and Mason.

WM. B. STEARNS,  
P. B. BRIGHAM,  
W. E. FAULKNER,  
WILLIAM A. BRIGHAM,

*Directors of the Fitchburg Railroad Corporation.*

SUFFOLK, ss. December 30, 1868. Then personally appeared P. B. Brigham, W. E. Faulkner and William A. Brigham, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

WM. B. STEARNS, *Justice of the Peace.*

MIDDLESEX, ss. December 30, A. D. 1868. Then personally appeared William B. Stearns, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

WILLIAM S. STEARNS, *Justice of the Peace.*

## R E P O R T

OF THE

## FITCHBURG AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$500,000 00
2. Number of shares of capital stock issued, . . . . .	2,482
3. Increase of capital, since last report, . . . . .	\$200 00
4. Capital paid in, per last report, . . . . .	248,000 00
5. Capital paid in, since last report, . . . . .	200 00
6. Total amount of capital stock paid in, . . . . .	248,200 00
7. Funded debt, per last report, . . . . .	None.
8. Funded debt, paid since last report, . . . . .	None.
9. Funded debt, increase of, since last report, . . . . .	—
10. Total present amount of funded debt, . . . . .	—
11. Floating debt, per last report, . . . . .	25,421 50
12. Floating debt, paid since last report, . . . . .	23,767 59
13. Floating debt, increase of, since last report, . . . . .	None.
14. Total present amount of floating debt, . . . . .	21,653 91
15. Total present amount of funded and floating debt, . . . . .	21,653 91
16. Average rate of interest per annum, paid during the year, . . . . .	7 per cent.
17. Maximum amount of debts during the year, . . . . .	25,421 50
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$105,801 32
19. For graduation and masonry, paid during the past year, . . . . .	None.
20. Total am't expended for graduation and masonry, . . . . .	\$105,801 32
21. For wooden bridges, per last report, . . . . .	1,679 92
22. For wooden bridges, paid during the past year, . . . . .	None.
23. Total amount expended for wooden bridges, . . . . .	1,679 92
24. Total amount expended for iron bridges, (if any,) . . . . .	None.
25. For superstructure, including iron, per last report, . . . . .	100,267 83
26. For superstructure, including iron, paid during the past year, . . . . .	None.
27. Total amount expended for superstructure, including iron, . . . . .	100,267 83
28. For stations, buildings and fixtures, per last report, . . . . .	21,991 79
29. For stations, buildings and fixtures, paid during the past year, . . . . .	None.
30. Total amount expended for stations, buildings and fixtures, . . . . .	21,991 79
31. For land, land-damages and fences, per last report, . . . . .	32,092 88
32. For land, land-damages and fences, paid during the past year, . . . . .	None.

33. Total amount expended for land, land-damages and fences, . . . . .		\$32,022 88
34. For locomotives, per last report, . . . . .	\$18,867 19	
35. For locomotives paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .		18,867 19
37. For passenger and baggage cars, per last report, . . . . .	6,594 24	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		6,594 24
40. For merchandise cars, per last report, . . . . .	14,765 12	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		14,765 12
43. For engineering, per last report, . . . . .	7,746 59	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		7,746 59
46. For agencies and other expenses, per last report, . . . . .	24,079 81	
47. For agencies and other expenses paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .		24,079 81
49. Total cost of road and equipment, . . . . .	}	{ 332,834 60
[Taken from reserved fund and credited to construction account, Dec. 23, 1867.] . . . . .		
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .		275,000 00
	30,000 00	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .		
52. Length of single main track, . . . . .	13 903-1,000 miles.	
53. Length of double main track, . . . . .	13 994-1,000 miles.	
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	None.	
56. Weight of rail, per yard, in main road, . . . . .	3 913-1,000 miles.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	54 pounds.	
	None.	
58. Maximum grade, with its length, in main road, . . . . .	{ 39 6-10 feet per mile for 3 879-1,000 miles, and 61 feet per mile for 121 feet where it crosses Fitchburg Railroad.	
59. Maximum grade, with its length, in branch roads, . . . . .		
60. Total rise and fall in main road, . . . . .	304 3-1,000 feet.	
61. Total rise and fall in branch roads, . . . . .	None.	
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	800 ft., length curve, 702 ft.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.	
64. Total degrees of curvature in main road, . . . . .	805° 48'	
65. Total degrees of curvature in branch roads, . . . . .	None.	
66. Total length of straight line in main road, . . . . .	7 369-1,000 miles.	
67. Total length of straight line in branches, . . . . .	None.	
68. Aggregate length of wooden truss bridges, . . . . .	{ All stone.	
69. Aggregate length of all other wooden bridges, . . . . .		
70. Aggregate length of iron bridges, . . . . .		
71. Whole length of road unfenced on both sides, . . . . .	None.	
72. Number of public ways crossed at grade, . . . . .	17	
73. Number of railroads crossed at grade, . . . . .	1	

74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	No express.	-
76. Way stations for accommodation trains, . . . . .	4	
77. Flag stations, . . . . .	3	
78. Whole number of way stations, . . . . .	4	
79. Whole number of flag stations, . . . . .	3	
<b>DOINGS DURING THE YEAR.</b>		
80. Miles run by passenger trains, . . . . .	24,590	
81. Miles run by freight trains, . . . . .	10,960	
82. Miles run by other trains, . . . . .	1,415	
83. Total miles run, . . . . .		36,965
84. Number of passengers carried in the cars, . . . . .	115,847	
85. Number of passenger carried one mile, . . . . .	1,390,794	
86. Number of tons of merchandise carried in the cars, . . . . .	48,956	
87. Number of tons of merchandise carried one mile, . . . . .	551,141	
88. Number of passengers carried one mile, to and from other roads, . . . . .	1,000,272	
89. Number of tons carried one mile, to and from other roads, . . . . .	347,112	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No express.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	No express.	
92. Rate of speed adopted for accommodation trains, . . . . .	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	17 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10½ miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	426,871 tons.	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .	1,001,493 tons.	
<b>EXPENDITURES FOR WORKING THE ROAD.</b>		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$17,031 01	
99. For repairs of wooden bridges, . . . . .	-	
100. For wages of switchmen, average per month, . . . . .	\$47 50	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .	47 50	
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	63	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	42 50	
107. Total for maintenance of way, . . . . .		\$18,633 36
<b>MOTIVE POWER AND CARS.</b>		
108. For repairs of locomotives, . . . . .	\$2,439 08	
109. For new locomotives, to cover depreciation, . . . . .	-	
110. For repairs of passenger cars, . . . . .	1,560 25	

111. For new passenger cars, to cover depreciation, . . .	\$7,750 00	
112. For repairs of merchandise cars, . . .	2,283 19	
113. For new merchandise cars, to cover depreciation, . . .	-	-
114. For repairs of gravel and other cars, . . .	-	-
115. Total for maintenance of motive power and cars, . . .		\$14,032 52
116. Number of engines, . . . . .	3	
117. Number of passenger cars, . . . . .	4	
118. Number of baggage cars, . . . . .	2	
119. Number of merchandise cars, . . . . .	{ 14-26 of 74 cars, calling each 8-wheel car two.	
120. Number of gravel cars, . . . . .	-	-

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 1,618. Cost of the same, \$5.28, . . . . .	\$9,532 64	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 60. Cost of same, . . . . .	609 43	
122. For oil used by cars and engines, . . . . .	666 59	
123. For waste and other material for cleaning, . . . . .	96 90	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	5,364 56	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	9,028 49	
126. For gratuities and damages, . . . . .	136 75	
127. For taxes and insurance, . . . . .	5,545 62	
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	2,899 96	
130. For renewals of iron, including laying down, . . . . .	} 6,085 41	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	2,645 13	
135. Total miscellaneous, . . . . .		\$42,611 43
136. Total expenditures for working the road, . . . . .		17,036 02
137. Total amount of interest paid during the year, . . . . .		1,753 66

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road including branches owned by company, . . . . .	\$31,549 62	
2. To and from other roads, specifying what, . . . . .	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, . . . . .	43,608 63	
2. To and from other connecting roads, . . . . .	-	-
140. U. S. mails, . . . . .	1,400 00	
141. Rents, [including \$12,000 rec'd of Boston, Clinton and F. R. R. for use of 9 miles of road,] . . . . .	15,385 08	
142. Total income, . . . . .		\$91,943 33
143. Net earnings, after deducting expenses, . . . . .	14,907 31	

DIVIDENDS.		
144. 6 per cent. Total, . . . . .		\$14,868 00
145. Surplus not divided, . . . . .	\$39 31	
146. Surplus last year, . . . . .	30,291 24	
147. Total surplus, . . . . .		30,330 55
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, Viz. :—		
148. Of road and bridges, . . . . .	None.	
149. Buildings, . . . . .	None.	
150. Engines and cars, . . . . .	None.	
MORTGAGE DEBTS.		
151. Amount of debt secured by mortgage, of road and franchise or any property of the Corpora- tion, per last report, . . . . .	None.	
152. Mortgage debt paid since last report, . . . . .	None.	
153. Increase of mortgage debt since last report, . . . . .	None.	
154. Present amount of mortgage debts, . . . . .	None.	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.	

NATH'L WOOD,  
H. A. BLOOD,  
JAMES H. CARTER,  
WM. D. PECK,  
HARRISON BLISS,

*Directors of the Fitchburg and Worcester Railroad Corporation.*

WORCESTER, ss. December 28, 1868. Then personally appeared Nath'l Wood, Hiram A. Blood and Wm. D. Peck, a majority of said directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

GEO. A. TORREY, *Justice of the Peace.*

## REPORT

OF THE

## HARTFORD AND NEW HAVEN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1888.

1. Capital stock,* . . . . .	\$3,300 000 00
2. Number of shares of capital stock issued, . . . . .	33,000
3. Increase of capital since last report, . . . . .	\$300,000 00
4. Capital paid in, per last report, . . . . .	-
5. Capital paid in since last report, . . . . .	-
6. Total amount of capital stock paid in, . . . . .	\$3,300,000 00
7. Funded debt, per last report, . . . . .	927,000 00
8. Funded debt paid since last report, . . . . .	-
9. Funded debt, increase of, since last report, . . . . .	-
10. Total present amount of funded debt, . . . . .	927,000 00
11. Floating debt, per last report, . . . . .	-
12. Floating debt paid since last report, . . . . .	-
13. Floating debt, increase of, since last report, . . . . .	-
14. Total present amount of floating debt, . . . . .	-
15. Total present amount of funded and floating debt, . . . . .	-
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.
17. Maximum amount of debts during the year, . . . . .	927,000 00
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	-
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total am't expended for graduation and masonry, . . . . .	-
21. For wooden bridges, per last report, . . . . .	-
22. For wooden bridges paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	-
24. Total amount expended for iron bridges, (if any,) . . . . .	-
25. For superstructure, including iron, per last report, . . . . .	-
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	-
28. For stations, buildings and fixtures, per last report, . . . . .	-
29. For stations, buildings and fixtures, paid during the past year, . . . . .	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	-

\* The capital stock has been merged in the capital stock of the Hartford and New Haven Railroad Company, according to the provisions of the charter and amendments thereof.

31. For land, land-damages and fences, per last report,	\$74,906 40	
32. For land, land-damages and fences, paid during the past year,	-	-
33. Total amount expended for land, land-damages, and fences,		\$67,101 40
34. For locomotives, per last report,		
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,	New locomotives and cars are charged to the general expenses of the road.	
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,		
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	To transportation and general expense account.	
47. For agencies and other expenses paid during the past year,		
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,		
[Cost of road in Conn.,]	2,944,789 41	
[Cost of road in Mass.,]	266,027 66	
[Midd. Branch road,]	197,467 69	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	-	-
[Railway, including double track, branch track, grounds, bridges, &c.,]	3,407,284 76	

## CHARACTERISTICS OF ROAD.

51. Length of road,	5.87	
52. Length of single main track,	-	-
53. Length of double main track,	5.87	
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 48-320	
56. Weight of rail, per yard, in main road,	57 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	57 lbs.	
58. Maximum grade, with its length, in main road,	17.58 ft.; length, 52-100 mls.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	31.61	
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	477½ ft.; length, 1-10 mile.	
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-
64. Total degrees of curvature, in main road,	277°	
65. Total degrees of curvature, in branch roads,	-	-
66. Total length of straight line, in main road,	4.25	
67. Total length of straight line, in branches,	-	-
68. Aggregate length of wooden truss bridges,	-	-
69. Aggregate length of all other wooden bridges,	-	-
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade,	7	



73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	-	-
77. Flag stations, . . . . .	One.	-
78. Whole number of way stations, . . . . .	-	-
79. Whole number of flag stations, . . . . .	-	-

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,* . . . . .	315,540
81. Miles run by freight trains,* . . . . .	176,863
82. Miles run by other trains,* . . . . .	83,645
83. Total miles run,* . . . . .	576,048
84. Number of passengers carried in the cars, . . . . .	377,884
85. Number of passengers carried one mile, . . . . .	2,208,601
86. Number of tons of merchandise carried in the cars, . . . . .	233,167
87. Number of tons of merchandise carried one mile, . . . . .	1,369,797
88. Number of passengers carried one mile, to and from other roads, . . . . .	1,276,117
89. Number of tons carried one mile, to and from other roads, . . . . .	885,803
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	33 miles.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	33 miles.
92. Rate of speed adopted for accommodation trains, . . . . .	27 miles.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	27 miles.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	27 miles.
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles.
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	-
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	-	-
99. For repairs of wooden bridges, . . . . .	-	-
100. For wages of switchmen, average per month,* . . . . . \$44 00	Total,	\$3,408 00
101. For wages of gate-keepers, average per month,* . . . . .		
102. For wages of signal-men, average per month,* . . . . . 39 00		
103. For wages of watchmen, average per month,* . . . . . 47 00		
104. Number of men employed, exclusive of those engaged in construction, [in Massachusetts,] . . . . . 69	104	
[Number of men employed on trains between New Haven and Springfield.] . . . . .		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	-	-
107. Total for maintenance of way, [Mass., 12 mo. to Sept. 1, 1868,] . . . . .		15,113 98

\* Whole road, year ending September 1st, 1868.

## MOTIVE POWER AND CARS.

[Whole road.]

108. For repairs of locomotives,*	\$106,868 07
109. For new locomotives, to cover depreciation,*	-
110. For repairs of passenger cars,*	50,654 03
111. For new passenger cars, to cover depreciation,	-
112. For repairs of merchandise cars,*	47,403 73
113. For new merchandise cars, to cover depreciation,	-
114. For repairs of gravel and other cars, [renewal of tools and machinery in shops,]*	6,603 57
115. Total for maintenance of motive power and cars,	-
116. Number of engines,	28
117. Number of passenger cars,	27
118. Number of baggage cars,	18
119. Number of merchandise cars,	491
120. Number of gravel cars,	9

## MISCELLANEOUS.

[Whole road.]

121. For fuel used by engines during the year, viz.:— [Twelve months ending Dec. 1, 1868.]	
1. Wood, number of cords, 819.42. Cost of the same,	\$4,248 12
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 11,626. Cost of same, [Average, \$8.00,]	93,008 00
122. For oil used by cars and engines, [and stations,]*	7,426 82
123. For waste and other material for cleaning,*	2,606 48
124. For salaries, wages and incidental expenses, chargeable to passenger department,	} Transportation and general expense account.
125. For salaries, wages and incidental expenses, chargeable to freight department,	
126. For gratuities and damages,*	3,472 79
127. For taxes and insurance,*	136,169 49
128. For ferries,	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,*	48,014 33
130. For renewals of iron, including laying down,	-
131. For new iron laid down, deducting the value of old iron taken up,	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	} Transportation and general expense account.
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
135. Total miscellaneous,	\$294,944 03
136. Total expenditures for working the road,*	1,024,935 08
137. Total amount of interest paid during the year,* [Transportation and general expense account,]*	57,526 51
	325,867 95

## INCOME DURING THE YEAR.

[Whole road.]

138. For Passengers: *—	
1. On main road, including branches owned by company,	\$891,091 20
2. To and from other roads, specifying what,	-

\* Year ending September 1st, 1868.

139. <i>For Freight</i> : *—		
1. On main road, and branches owned by Company, . . . . .	\$632,454 06	
2. To and from other connecting roads, . . . . .	—	—
140. U. S. mails,† . . . . .	55,627 28	
141. Rents, [and expresses,]* . . . . .	118,161 85	
142. Total income, . . . . .		\$1,697,334 39
143. Net earnings, after deducting expenses, [interest and taxes,]* . . . . .	481,590 81	
DIVIDENDS. [Whole road.]		\$368,863 00
144. 12 per cent. Total,* . . . . .	—	—
145. Surplus not divided, . . . . .	—	—
146. Surplus last year, . . . . .	—	—
147. Total surplus, . . . . .		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges, . . . . .	—	—
149. Buildings, . . . . .	—	—
150. Engines and cars, . . . . .	—	—
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the corporation, per last report, . . . . .	\$927,000 00	
152. Mortgage debt paid since last report, . . . . .	—	—
153. Increase of mortgage debt since last report, . . . . .	—	—
154. Present amount of mortgage debts, . . . . .	927,000 00	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	One.	

W. P. BURRALL,  
EZRA C. READ,  
JULIUS CATLIN,  
EDW. G. HOWE,  
CHAS. M. POND,

*Directors of the Hartford and New Haven Railroad Corporation.*

#### STATE OF CONNECTICUT.

HARTFORD COUNTY. HARTFORD, ss. December 16, 1868. Then personally appeared W. P. Burrall, E. C. Read, Julius Catlin, E. C. Howe and Chas M. Pond, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

HENRY C. ROBINSON, *Justice of the Peace.*

\* Year ending September 1st, 1868.

† Year ending September 1st, 1868. Only about \$2,000 of this sum belongs to the earnings of the year; the balance is for mail service performed in previous years.

## R E P O R T

OF THE

## HORN POND BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$10,000 00
2. Number of shares of capital stock issued, . . . . .	100	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$2,000 00	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		2,000 00
7. Funded debt, per last report, . . . . .	None.	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .	None.	
11. Floating debt, per last report, . . . . .	13,238 46	
12. Floating debt paid since last report, . . . . .	13,238 46	
13. Floating debt, increase of, since last report, . . . . .	Nothing.	
14. Total present amount of floating debt, . . . . .	Nothing.	
15. Total present amount of funded and floating debt, . . . . .	Nothing.	
16. Average rate of interest per annum paid during the year, . . . . .	None.	
17. Maximum amount of debts during the year, . . . . .	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$3,946 05	
19. For graduation and masonry paid during the past year, . . . . .	Nothing.	
20. Total am't expended for graduation and masonry, . . . . .		\$3,946 05
21. For wooden bridges, per last report, . . . . .	1,766 96	
22. For wooden bridges, paid during the past year, . . . . .	Nothing.	
23. Total amount expended for wooden bridges, . . . . .		1,766 96
24. Total amount expended for iron bridges (if any,) . . . . .	Nothing.	
25. For superstructure, including iron, per last report, . . . . .	} Belong to Boston and Lowell Railroad.	
26. For superstructure, including iron, paid during the past year, . . . . .		
27. Total amount expended for superstructure, including iron, . . . . .	Nothing.	
28. For stations, buildings and fixtures, per last report, . . . . .	Nothing.	
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.	
30. Total amount expended for stations, buildings and fixtures, . . . . .	Nothing.	
31. For land, land-damages and fences, per last report, . . . . .	Nothing.	
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.	

33. Total amount expended for land, land-damages, and fences, . . . . .	\$5,438 36
34. For locomotives, per last report, . . . . .	} Nothing. Road operated by the Boston and Lowell Railroad.
35. For locomotives paid during the past year, . . . . .	
36. Total amount expended for locomotives, . . . . .	
37. For passenger and baggage cars, per last report, . . . . .	
38. For passenger and baggage cars paid during the past year, . . . . .	
39. Total amount expended for passenger and baggage cars, . . . . .	} 924 15
40. For merchandise cars, per last report, . . . . .	
41. For merchandise cars paid during the past year, . . . . .	
42. Total amount expended for merchandise cars, . . . . .	
43. For engineering, per last report, . . . . .	
44. For engineering paid during the past year, . . . . .	} Nothing. Road operated by the Boston and Lowell Railroad.
45. Total amount expended for engineering, . . . . .	
46. For agencies and other expenses, per last report, . . . . .	
47. For agencies and other expenses, paid during the past year, . . . . .	
48. Total amount expended for agencies and other expenses, . . . . .	
49. Total cost of road and equipment, . . . . .	
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	About 3,500 feet.
52. Length of single main track, . . . . .	About 3,500 feet.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	400 feet.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	380.6 ft. per mile for 450'.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	1,707 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	501.6 ft. for 775.5 ft.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	- -
64. Total degrees of curvature in main road, . . . . .	217° 9' 14"
65. Total degrees of curvature in branch roads, . . . . .	- -
66. Total length of straight line in main road, . . . . .	660 feet.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	15 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	One.
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	- -
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	None.
77. Flag stations, . . . . .	One.
78. Whole number of way stations, . . . . .	None.
79. Whole number of flag stations, . . . . .	One.

DOINGS DURING THE YEAR.	
80. Miles run by passenger trains, . . . . .	- -
81. Miles run by freight trains, . . . . .	- -
82. Miles run by other trains, . . . . .	- -
83. Total miles run, . . . . .	- -
84. Number of passengers carried in the cars, . . . . .	- -
85. Number of passengers carried one mile, . . . . .	- -
86. Number of tons of merchandise carried in the cars, . . . . .	} 15,000 tons carried about 3,500 ft.
87. Number of tons of merchandise carried one mile, . . . . .	
88. Number of passengers carried one mile, to and from other roads, . . . . .	- -
89. Number of tons carried one mile, to and from other roads, . . . . .	- -
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	- -
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	- -
92. Rate of speed adopted for accommodation trains, . . . . .	- -
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	- -
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	- -
95. Average rate of speed adopted for freight trains, including stops, . . . . .	8 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	- -
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	15,000 tons.

NOTE.—To the remaining queries the answer is, "Nothing; road being operated by Boston and Lowell Railroad;" or "None."

WM. P. DRAPER,  
JAMES H. REED,  
CHAS. O. GAGE,  
THOS. J. PIERCE,  
HORACE O. BRIGHT,

*Directors of the Horn Pond Branch Railroad Corporation.*

MIDDLESEX, ss. January 5, 1869. Then personally appeared James H. Reed, Chas. O. Gage and Horace O. Bright, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

GUSTAVUS V. HALL, *Justice of the Peace.*

## REPORT

OF THE

## LEXINGTON AND ARLINGTON RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$241,000 00
2. Number of shares of capital stock issued, . . . . .	2,412	
3. Increase of capital since last report, . . . . .	-	-
4. Capital paid in, per last report, . . . . .	-	-
5. Capital paid in since last report, . . . . .	-	-
6. Total amount of capital stock paid in, . . . . .		241,000 00
7. Funded debt, per last report, . . . . .	-	-
8. Funded debt paid since last report, . . . . .	-	-
9. Funded debt, increase of, since last report, . . . . .	-	-
10. Total present amount of funded debt, . . . . .	-	-
11. Floating debt, per last report, . . . . .	-	-
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	-	-
14. Total present amount of floating debt, . . . . .	-	-
15. Total present amount of funded and floating debt, [Interest owed to stockholders on first and second class preferred stock,] . . . . .		39,600 00
16. Average rate of interest per annum paid during the year, . . . . .	-	-
17. Maximum amount of debts during the year, . . . . .	-	-
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$43,862 15	
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total amount expended for graduation and ma- sonry, . . . . .		\$43,862 15
21. For wooden bridges, per last report, . . . . .	14,414 16	
22. For wooden bridges paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .		14,414 16
24. Total amount expended for iron bridges, (if any,) . . . . .	None.	
25. For superstructure, including iron, per last report, . . . . .	72,884 25	
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, includ- ing iron, . . . . .		72,884 25
28. For stations, buildings and fixtures, per last report, . . . . .	15,715 48	
29. For stations, buildings and fixtures paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .		15,715 48
31. For land, land-damages and fences, per last report, . . . . .	54,271 48	
32. For land, land-damages and fences paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages, and fences, . . . . .		\$54,271 48
34. For locomotives, per last report, . . . . .	\$10,500 00	-
35. For locomotives paid during the past year, . . . . .	-	10,500 00
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .	13,700 00	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		13,700 00
40. For merchandise cars, per last report, . . . . .	3,750 00	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		3,750 00
43. For engineering, per last report, . . . . .	6,175 34	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		6,175 34
46. For agencies and other expenses, per last report, . . . . .	23,434 89	-
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .		23,434 89
49. Total cost of road and equipment, . . . . .		253,707 75
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	6 632-1,000 miles.	
52. Length of single main track, . . . . .	6 642-1,000 miles.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	3,250 feet.	
56. Weight of rail, per yard, in main road, . . . . .	56 and 60 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	56 feet, 89-1,000 of mile.	
59. Maximum grade, with its length in branch roads, . . . . .		
60. Total rise and fall in main road, . . . . .	{ 211 2-10 ft. rise, 7 13-1,000 feet in fall.	
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,000 feet, 980 feet long.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature in main road, . . . . .	405°	
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	4 232-1,000 miles.	
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	80 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	-	-
70. Aggregate length of iron bridges, . . . . .	None.	
71. Whole length of road unfenced on both sides, . . . . .	300 rods.	
72. Number of public ways crossed at grade, . . . . .	7	
73. Number of railroads crossed at grade, . . . . .	None.	
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	7	
77. Flag stations, . . . . .	4	
78. Whole number of way stations, . . . . .	7	
79. Whole number of flag stations, . . . . .	4	



## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	22,900	
81. Miles run by freight trains, . . . . .	150	
82. Miles run by other trains, . . . . .	-	-
83. Total miles run, . . . . .		23,050
84. Number of passengers carried in the cars, . . . . .	239,933	
85. Number of passengers carried one mile, . . . . .	903,829	
86. Number of tons of merchandise carried in the cars, . . . . .	18,261	
87. Number of tons of merchandise carried one mile, . . . . .	38,000	
88. Number of passengers carried one mile, to and from other roads, . . . . .	903,829	
89. Number of tons carried one mile, to and from other roads, . . . . .	38,000	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	20 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . . . .	16 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	-	-
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . . . .	14 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	No means of ascertaining.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .		

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$4,929 74	
99. For repairs of wooden bridges, . . . . .	-	-
100. For wages of switchmen, average per month, . . . . .	Total, 1,380 00	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	-	-
107. Total for maintenance of way, . . . . .		\$6,309 74

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$5,818 03	
109. For new locomotives, to cover depreciation, . . . . .	-	-
110. For repairs of passenger cars, . . . . .	1,594 53	
111. For new passenger cars, to cover depreciation, . . . . .	-	-
112. For repairs of merchandise cars, . . . . .	-	-
113. For new merchandise cars, to cover depreciation, . . . . .	-	-
114. For repairs of gravel and other cars, . . . . .	-	-
115. Total for maintenance of motive power and cars, . . . . .		\$7,412 56
116. Number of engines, . . . . .	2	
117. Number of passenger cars, . . . . .	6	
118. Number of baggage cars, . . . . .	2	

119. Number of merchandise cars, . . . . .	10
120. Number of gravel cars, . . . . .	None.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 690. Cost of the same, \$	\$5,976 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 234. Cost of same, . . . . .	2,122 46	
122. For oil used by cars and engines, . . . . .	443 57	
123. For waste and other material for cleaning, . . . . .	219 76	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	5,824 18	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	3,096 77	
126. For gratuities and damages, . . . . .	-	-
127. For taxes and insurance, . . . . .	2,083 93	
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	389 28	
130. For renewals of iron, including laying down, . . . . .	350 70	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	2,325 36	
135. Total miscellaneous, . . . . .		\$22,832 01
136. Total expenditures for working the road, . . . . .		36,554 31
137. Total amount of interest paid during the year, . . . . .	-	-

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$30,377 88	
2. To and from other roads, specifying what, . . . . .	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co., . . . . .	8,131 92	
2. To and from other connecting roads, . . . . .	-	-
140. U. S. mails, . . . . .	152 46	
141. Rents, . . . . .	800 00	
142. Total income, . . . . .		\$39,462 26
143. Net earnings, after deducting expenses, . . . . .	2,907 95	

## DIVIDENDS.

144. per cent. Total, . . . . .	-	-
145. Surplus not divided, . . . . .	-	-
146. Surplus last year, . . . . .	-	-
147. Total surplus, . . . . .	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :

148. Of road and bridges, . . . . .	} None.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

R. D. BLINN,  
GEO. F. FAY,  
C. T. CROCKER,  
WM. E. PARMENTER,  
GEORGE O. DAVIS,

*Directors of the Lexington and Arlington Railroad Corporation.*

WORCESTER, ss. January 4, 1869. Then personally appeared George F. Fay and C. T. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

DAVID W. MERRIAM, *Justice of the Peace.*

SUFFOLK, ss. January 5, 1869. Then personally appeared George O. Davis, and made oath to the truth of the foregoing statement by him subscribed.

Before JNO. FISKE, *Justice of the Peace throughout the Commonwealth.*

NORFOLK, ss. January 6, 1869. Then personally appeared R. D. Blinn and Wm. E. Parmenter, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

EMERY GROVER, *Justice of the Peace.*

## REPORT

OF THE

## LOWELL AND LAWRENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$300,000 00
2. Number of shares of capital stock issued, . . . . .	2,000	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$200,000 00	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		200,000 00
7. Funded debt, per last report, . . . . .	73,000 00	
8. Funded debt paid since last report, . . . . .	3,300 00	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .		69,700 00
11. Floating debt, per last report, . . . . .	2,159 99	
12. Floating debt paid since last report, . . . . .	879 74	
13. Floating debt, increase of, since last report, . . . . .	None.	
14. Total present amount of floating debt, [unpaid dividends,] . . . . .		1,780 25
15. Total present amount of funded and floating debt, . . . . .		71,480 25
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent. on bonds.	
17. Maximum amount of debts during the year, . . . . .	71,480 25	
[Surplus—contra, . . . . . \$2,271 01,]		
[Paid from earnings—contra, . . . . . 93,458 12,]	95,729 18	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$77,516 32	
19. For graduation and masonry paid during the past year, . . . . .	Nothing.	
20. Total am't expended for graduation and masonry, . . . . .		\$77,516 32
21. For wooden bridges, per last report, . . . . .	5,304 61	
22. For wooden bridges paid during the past year, . . . . .	Nothing.	
23. Total amount expended for wooden bridges, . . . . .		5,304 61
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.	
25. For superstructure, including iron, per last report, . . . . .	161,416 37	
26. For superstructure, including iron, paid during the past year, . . . . .	Nothing.	
27. Total amount expended for superstructure, including iron, . . . . .		161,416 37
28. For stations, buildings and fixtures, per last report, . . . . .	15,108 19	
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		15,108 19
31. For land, land-damages and fences, per last report, . . . . .	45,378 81	
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.	

33. Total amount expended for land, land-damages and fences, . . . . .		\$45,378 81
34. For locomotives, per last report, . . . . .	\$15,153 25	
35. For locomotives paid during the past year, . . . . .	Nothing.	
36. Total amount expended for locomotives, . . . . .		15,153 25
37. For passenger and baggage cars, per last report, . . . . .	7,000 60	
38. For passenger and baggage cars paid during the past year, . . . . .	Nothing.	
39. Total amount expended for passenger and baggage cars, . . . . .		7,000 60
40. For merchandise cars, per last report, . . . . .	8,121 43	
41. For merchandise cars paid during the past year, . . . . .	Nothing.	
42. Total amount expended for merchandise cars, . . . . .		8,121 43
43. For engineering, per last report, . . . . .	8,197 85	
44. For engineering paid during the past year, . . . . .	Nothing.	
45. Total amount expended for engineering, . . . . .		8,197 85
46. For agencies and other expenses, per last report, . . . . .	212 64	
47. For agencies and other expenses paid during the past year, . . . . .	Nothing.	
48. Total amount expended for agencies and other expenses, . . . . .		212 64
[Balance of interest on loan during construction, and paid stockholders, \$9,748 05.]		
[Discount on bonds, .10,000 00.]		
49. Total cost of road and equipment, . . . . .		19,748 05
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .		363,154 12
	4,051 26	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	12.35 miles.
52. Length of single main track, . . . . .	12.35 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	2 miles and 1,500 feet.
56. Weight of rail, per yard, in main road, . . . . .	58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	45.40 feet, 2.32 miles.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	Rise, 115.77; fall, 162.70 ft.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,146 feet; length, 1,100 ft.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	420°
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	8.86 miles.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	400 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	{ All fenced in or otherwise protected.
72. Number of public ways crossed at grade, . . . . .	12
73. Number of railroads crossed at grade, . . . . .	2
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None.

76. Way stations for accommodation trains, . . .	None.
77. Flag stations, . . . . .	5
78. Whole number of way stations, . . . . .	None.
79. Whole number of flag stations, . . . . .	5

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	}
81. Miles run by freight trains, . . . . .	
82. Miles run by other trains, . . . . .	
83. Total miles run, . . . . .	
84. Number of passengers carried in the cars, . . .	
85. Number of passengers carried one mile, . . .	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and	
from other roads, . . . . .	
89. Number of tons carried one mile, to and from	
other roads, . . . . .	
90. Rate of speed adopted for express passenger trains,	
including stops, . . . . .	
91. Average rate of speed actually attained by express	
passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains, .	
93. Rate of speed actually attained by accommodation	
trains, including stops and detentions, . . . . .	
94. Average rate of speed actually attained by special	
trains, including stops and detentions, . . . . .	
95. Average rate of speed adopted for freight trains,	
including stops, . . . . .	
96. Estimated weight in tons of passenger cars (not	
including passengers,) hauled one mile, . . . . .	
97. Estimated weight in tons of merchandise cars (not	
including freight,) hauled one mile, . . . . .	

Operated by the Boston and  
Lowell Railroad Corpo-  
ration, under contract.  
A copy is annexed to the  
report of 1868.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclu- sive of wooden bridges, and renewals of iron, .	}
99. For repairs of wooden bridges, . . . . .	
100. For wages of switchmen, average per month, . . . . . \$	
101. For wages of gate-keepers, average per month, . . . . .	
102. For wages of signal-men, average per month, . . . . .	
103. For wages of watchmen, average per month, . . . . .	
104. Number of men employed, exclusive of those en- gaged in construction, . . . . .	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	
107. Total for maintenance of way, . . . . .	

Paid by the Boston and  
Lowell Railroad Corpo-  
ration.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	}
109. For new locomotives, to cover depreciation, .	
110. For repairs of passenger cars, . . . . .	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars, . . . . .	
113. For new merchandise cars, to cover depreciation, .	
114. For repairs of gravel and other cars, . . . . .	
115. Total for maintenance of motive power and cars, .	

Run by the Boston and  
Lowell Railroad Corpo-  
ration.

116. Number of engines, . . . . .	2
117. Number of passenger cars, . . . . .	3
118. Number of baggage cars, . . . . .	1
119. Number of merchandise cars, . . . . .	20
120. Number of gravel cars, . . . . .	6

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, No. of cords, 8,072½. Cost of the same,	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton.) Cost of the same,	
122. For oil used by cars and engines, . . . . .	
123. For waste and other material for cleaning, . . . . .	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	
126. For gratuities and damages, . . . . .	
127. For taxes and insurance, . . . . .	
128. For ferries, . . . . .	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	
130. For renewals of iron, including laying down, . . . . .	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	
135. Total miscellaneous, . . . . .	
136. Total expenditures for working the road, . . . . .	
137. Total amount of interest paid during the year, . . . . .	
[Total expense,] . . . . .	

Operated by the Boston and  
Lowell Railroad Corporation.

\$3,092 07

Operated by the Boston and  
Lowell Railroad Corporation.

\$147 89

\$3,239 96

3,239 96

4,181 33

7,421 29

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road, including branches owned by company, . . . . .	
2. To and from other roads, specifying what, . . . . .	
139. For <i>Freight</i> :—	
1. On main road and branches owned by company, . . . . .	
2. To and from other connecting roads, . . . . .	
140. U. S. mails, . . . . .	
141. Rents, . . . . .	
142. Total income, . . . . .	
143. Net earnings, after deducting expenses, . . . . .	

Operated by the Boston and  
Lowell Railroad Corporation, under a contract which pays six per cent. on \$363,000 00 per annum.

\$21,807 19

\$21,807 19

14,385 90

## DIVIDENDS.

144. 6 per cent. Total, . . . . .	
145. Surplus not divided, . . . . .	
146. Surplus last year, . . . . .	
147. Total surplus, . . . . .	
[Less paid for bonds,] . . . . .	
[Total surplus,] . . . . .	

\$12,000 00

\$2,385 90

3,186 11

5,671 01

3,800 00

\$2,271 01

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

VIZ.:—

148. Of road and bridges, . . . . .	} Run and kept in repair by the Boston and Lowell Railroad Corporation.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corpora- tion, per last report, . . . . .	\$73,000 00
152. Mortgage debt paid since last report, . . . . .	3,300 00
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	69,700 00
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	One.

## ACCIDENT.

August 30, 1868.—George J. Lee, aged ten years, and Robert T. Dooley, seven years, while upon the track near Lowell, were run over by a passenger train and killed.

F. B. CROWNINSHIELD,

H. HOSFORD,

J. G. ABBOT,

*Directors of the Lowell and Lawrence Railroad Corporation.*

SUFFOLK, ss. January 6, 1869. Then personally appeared F. B. Crowninshield, H. Hosford and J. G. Abbot, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN B. WINSLOW, *Justice of the Peace.*



R E P O R T  
OF THE  
MANSFIELD AND FRAMINGHAM R. R. CORPORATION,  
FOR THE YEAR ENDING NOVEMBER 30, 1868.

---

No progress has been made in the construction of the road, in consequence of the required amount of stock not having been subscribed.

H. A. BLOOD,  
GEO. E. TOWNE,  
OTIS CARY,  
GEO. A. TORREY,  
E. P. CARPENTER,  
A. E. SWASEY,

*Directors of the Mansfield and Framingham Railroad Corporation.*

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SUFFOLK, ss. December 5, 1868. Then personally appeared H. A. Blood, George E. Towne, Otis Cary, G. A. Torrey, E. P. Carpenter and A. E. Swasey, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

E. PICKERING, *Justice of the Peace.*

## REPORT

OF THE

## MIDDLEBOROUGH AND TAUNTON R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$150,000 00
2. Number of shares of capital stock issued, . . . . .	1,472	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$149 092 90	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		149,092 90
7. Funded debt, per last report, . . . . .	}	None.
8. Funded debt paid since last report, . . . . .		
9. Funded debt, increase of, since last report, . . . . .		
10. Total present amount of funded debt, . . . . .		
11. Floating debt, per last report, . . . . .		
12. Floating debt paid since last report, . . . . .		
13. Floating debt, increase of, since last report, . . . . .		
14. Total present amount of floating debt, . . . . .		
15. Total present amount of funded and floating debt, . . . . .		
16. Average rate of interest per annum, paid during the year, . . . . .		
17. Maximum amount of debts during the year, . . . . .		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	\$45,899 14	
19. For graduation and masonry paid during the past year, . . . . .	None.	
20. Total amount expended for graduation and masonry, . . . . .		\$45,899 14
21. For wooden bridges, per last report, . . . . .	384 15	
22. For wooden bridges paid during the past year, . . . . .	None.	
23. Total amount expended for wooden bridges, . . . . .		384 15
24. Total amount expended for iron bridges, (if any,) . . . . .	None.	
25. For superstructure, including iron, per last report, . . . . .	56,283 85	
26. For superstructure, including iron, paid during the past year, . . . . .	None.	
27. Total amount expended for superstructure, including iron, . . . . .		56,283 85
28. For stations, buildings and fixtures, per last report, . . . . .	3,991 29	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	None.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		3,991 29
31. For land, land-damages and fences, per last report, . . . . .	18,066 07	
32. For land, land-damages and fences, paid during the past year, . . . . .	None.	

33. Total amount expended for land, land-damages, and fences, . . . . .		\$18,066 07
34. For locomotives, per last report, . . . . .	\$7,656 29	
35. For locomotives paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .		7,656 29
37. For passenger and baggage cars, per last report, . . . . .	2,577 43	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		2,577 43
40. For merchandise cars, per last report, . . . . .	9,134 69	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		9,134 69
43. For engineering, per last report, . . . . .	4,147 29	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		4,147 29
46. For agencies and other expenses, per last report, . . . . .	4,699 14	
47. For agencies and other expenses, paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .		4,699 14
49. Total cost of road and equipment, . . . . .		152,839 54
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	15,214 32	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	8 536-1,000 miles.
52. Length of single main track, . . . . .	8 536-1,000 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	2,955 feet.
56. Weight of rail, per yard, in main road, . . . . .	49 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	42 feet—4,280 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	184 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	860 feet—1,174 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	50°
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	37,310 feet.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	} No bridges.
69. Aggregate length of all other wooden bridges, . . . . .	
70. Aggregate length of iron bridges, . . . . .	} 900 feet.
71. Whole length of road unfenced on both sides, . . . . .	
72. Number of public ways crossed at grade, . . . . .	11
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	1
77. Flag stations, . . . . .	3
78. Whole number of way stations, . . . . .	1
79. Whole number of flag stations, . . . . .	3

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	16,770	
81. Miles run by freight trains, . . . . .	7,370	
82. Miles run by other trains, . . . . .	112	
83. Total miles run, . . . . .		24,252
84. Number of passengers carried in the cars, . . . . .	33,903	
85. Number of passengers carried one mile, . . . . .	277,054	
86. Number of tons of merchandise carried in the cars, . . . . .	18,827	1,058-2,000
87. Number of tons of merchandise carried one mile, . . . . .	128,316	541-2,000
88. Number of passengers carried one mile to and from other roads, . . . . .	261,763	
89. Number of tons carried one mile to and from other roads, . . . . .	120,215	984-2,000
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	} No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .		
92. Rate of speed adopted for accommodation trains, . . . . .		25 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .		25 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	} No special trains.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .		14 miles per hour.
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .		192,000
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .		688,000

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .	\$5,038 30	
99. For repairs of wooden bridges, . . . . .	None.	
100. For wages of switchmen, average per month, . . . . .	\$25 00	
101. For wages of gate-keepers, average per month, . . . . .	} Total,	
102. For wages of signal-men, average per month, . . . . .		290 00
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .		14
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .		167 49
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	None.	
107. Total for maintenance of way, . . . . .		\$5,495 79

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$3,802 71	
109. For new locomotives, to cover depreciation, . . . . .	None.	
110. For repairs of passenger cars, . . . . .	284 43	
111. For new passenger cars, to cover depreciation, . . . . .	None.	
112. For repairs of merchandise cars, . . . . .	375 92	
113. For new merchandise cars, to cover depreciation, . . . . .	None.	
114. For repairs of gravel and other cars, . . . . .	None.	
115. Total for maintenance of motive power and cars, . . . . .		\$4,463 06
116. Number of engines, . . . . .	1	

117. Number of passenger cars, . . . . .	1
118. Number of baggage cars, . . . . .	1
119. Number of merchandise cars, . . . . .	23
120. Number of gravel cars, . . . . .	None.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 75. Cost of the same, . . . . .	}	\$2,863 56
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 275. Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .	}	344 31
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .		2,886 70
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .		3,777 88
126. For gratuities and damages, . . . . .		214 40
127. For taxes and insurance, . . . . .		1,192 99
128. For ferries, . . . . .		None.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		1,379 12
130. For renewals of iron, including laying down, . . . . .		None.
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		None.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . . [Taunton Branch, N. Bed. and Taunton, Cape Cod,] . . . . .		18,587 54
133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .		- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		2,273 83
135. Total miscellaneous, . . . . .		\$33,520 33
136. Total expenditures for working the road, . . . . .		43,479 18
137. Total amount of interest paid during the year, . . . . .		- -

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .		\$507 15
2. To and from other roads, specifying what, . . . . .		20,566 43
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co., . . . . .		601 00
2. To and from other connecting roads, . . . . .		21,986 84
140. U. S. mails, . . . . .		600 00
141. Rents, [Interest,] . . . . .		239 52
142. Total income, . . . . .		\$44,490 94
143. Net earnings, after deducting expenses, . . . . .		1,011 76

## DIVIDENDS.

144. per cent. Total, . . . . .	None.
145. Surplus not divided, . . . . .	\$1,011 76
146. Surplus last year, . . . . .	18,942 10
147. Total surplus, . . . . .	\$19,953 86

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	}	None.
149. Buildings, . . . . .		
150. Engines and cars, . . . . .		

**MORTGAGE DEBTS.**

151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	

J. B. TOBEY,  
ALBERT FIELD,  
ELISHA TUCKER,  
CHAS. ROBINSON,  
PARDON TILLINGHAST,  
JOSEPH S. TILLINGHAST,

*Directors of the Middleborough and Taunton Railroad Corporation.*

SUFFOLK, ss. December 29, 1868. Then personally appeared J. S. Tillinghast and affirmed, and J. B. Tobey, A. Field, E. Tucker, C. Robinson and P. Tillinghast severally made oath to the truth of the foregoing statement by them subscribed.

Before

E. PICKERING, *Justice of the Peace.*

## R E P O R T

OF THE

## MILFORD AND WOONSOCKET RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$82,500 00
2. Number of shares of capital stock issued, . . . . .	140	
3. Increase of capital since last report, . . . . .	-	-
4. Capital paid in, per last report, . . . . .	-	-
5. Capital paid in since last report, . . . . .	-	-
6. Total amount of capital stock paid in, . . . . .	\$82,250 00	
7. Funded debt, per last report, . . . . .	-	-
8. Funded debt paid since last report, . . . . .	-	-
9. Funded debt, increase of, since last report, . . . . .	-	-
10. Total present amount of funded debt, . . . . .	-	-
11. Floating debt, per last report, . . . . .	-	-
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	-	-
14. Total present amount of floating debt, . . . . .	-	-
15. Total present amount of funded and floating debt, . . . . .	-	-
16. Average rate of interest per annum paid during the year, . . . . .	6½	
17. Maximum amount of debts during the year, . . . . .	31,000 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	}	
19. For graduation and masonry paid during the past year, . . . . .		
20. Total am't expended for graduation and masonry, . . . . .		
21. For wooden bridges, per last report, . . . . .		
22. For wooden bridges paid during the past year, . . . . .		
23. Total amount expended for wooden bridges, . . . . .	}	\$84,702 11
24. Total amount expended for iron bridges, (if any,) . . . . .		
25. For superstructure, including iron, per last report, . . . . .		
26. For superstructure, including iron, paid during the past year, . . . . .	}	
27. Total amount expended for superstructure, including iron, . . . . .		
28. For stations, buildings and fixtures, per last report, . . . . .		-
29. For stations, buildings and fixtures paid during the past year, . . . . .		-
30. Total amount expended for stations, buildings and fixtures, . . . . .		11,875 62
31. For land, land-damages and fences, per last report, . . . . .	-	-
32. For land, land-damages and fences paid during the past year, . . . . .	-	-
33. Total amount expended for land, land-damages and fences, . . . . .		9,183 26

34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	-	-
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	\$4,896 27
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	-
49. Total cost of road and equipment, . . . . .	-	-
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	3.877 miles.
52. Length of single main track, . . . . .	3.877 miles.
53. Length of double main track, . . . . .	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	0.459 miles.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-
58. Maximum grade, with its length, in main road, . . . . .	38 feet for 2,500.
59. Maximum grade, with its length, in branch roads, . . . . .	-
60. Total rise and fall in main road, . . . . .	75.04
61. Total rise and fall in branch roads, . . . . .	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	619 feet for 366 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-
64. Total degrees of curvature in main road, . . . . .	167° 47'
65. Total degrees of curvature in branch roads, . . . . .	-
66. Total length of straight line in main road, . . . . .	2.949 miles.
67. Total length of straight line in branches, . . . . .	-
68. Aggregate length of wooden truss bridges, . . . . .	-
69. Aggregate length of all other wooden bridges, . . . . .	170 feet.
70. Aggregate length of iron bridges, . . . . .	-
71. Whole length of road unfenced on both sides, . . . . .	$\frac{1}{2}$ mile.
72. Number of public ways crossed at grade, . . . . .	8
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None now.
76. Way stations for accommodation trains, . . . . .	1
77. Flag stations, . . . . .	1
78. Whole number of way stations, . . . . .	1
79. Whole number of flag stations, . . . . .	1



## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .

This road was leased to the Providence and Worcester Railroad Corporation for five years commencing August 1, 1868, for five thousand (\$5,000,) dollars per year.

119. Number of merchandise cars, . . . . .  
 120. Number of gravel cars, . . . . .

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—  
     1. Wood, number of cords, . . . . . Cost of  
        the same, . . . . .  
     2. Coal, number of tons, (reckoning 2,240 lbs.  
        to the ton,) . . . . . tons. Cost of the same, . . . . .  
 122. For oil used by cars and engines, . . . . .  
 123. For waste and other material for cleaning, . . . . .  
 124. For salaries, wages and incidental expenses,  
     chargeable to passenger department, . . . . .  
 125. For salaries, wages and incidental expenses,  
     chargeable to freight department, . . . . .  
 126. For gratuities and damages, . . . . .  
 127. For taxes and insurance, . . . . .  
 128. For ferries, . . . . .  
 129. For repairs of station buildings, aqueducts, fix-  
     tures, furniture, . . . . .  
 130. For renewals of iron, including laying down, . . . . .  
 131. For new iron laid down, deducting the value of  
     old iron taken up, . . . . .  
 132. For amount paid other companies, in tolls for  
     passengers and freight carried on their roads,  
     specifying each company, . . . . .  
 133. For amount paid other companies, as rent for use  
     of their roads, specifying each company, . . . . .  
 134. For salaries of president, treasurer, superintendent,  
     law expenses, office expenses of the above  
     offices, and all other expenses not included in  
     any of the foregoing items, . . . . .  
 135. Total miscellaneous, . . . . .  
 136. Total expenditures for working the road, . . . . .  
 137. Total amount of interest paid during the year, . . . . .

This road was leased to the  
 Providence and Worcester  
 Railroad Corporation  
 for five years commencing  
 August 1, 1868, for five  
 thousand (\$5,000) dol-  
 lars per year.

\$700 38

276 66

\$1,025 88

## INCOME DURING THE YEAR.

138. For *Passengers* :—  
     1. On main road, including branches owned by  
        company, . . . . .  
     2. To and from other roads, specifying what, . . . . .  
 139. For *Freight* :—  
     1. On main road and branches owned by Co., . . . . .  
     2. To and from other connecting roads, . . . . .  
 140. U. S. mails, . . . . .  
 141. Rents, . . . . .  
 142. Total income, . . . . .  
 143. Net earnings, after deducting expenses, . . . . .

None.

## DIVIDENDS.

144. per cent. Total, . . . . .  
 145. Surplus not divided, . . . . .  
 146. Surplus last year, . . . . .  
 147. Total surplus, . . . . .

None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
 VIZ. :—

148. Of road and bridges, . . . . .  
 149. Buildings, . . . . .  
 150. Engines and cars, . . . . .

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MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

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GEORGE DRAPER,  
ELBRIDGE MANN,  
SAM'L WALKER,  
C. F. CLAFLIN,  
A. C. FAY,  
A. C. MAYHEW,

*Directors of the Milford and Woonsocket Railroad Corporation.*

WORCESTER, SS. December 28, 1868. Then personally appeared George Draper, Elbridge Mann, Samuel Walker, Chas. F. Claflin, A. C. Fay and Aaron C. Mayhew, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

N. B. JOHNSON, *Notary Public.*

## REPORT

OF THE

## NASHUA AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [authorized by law,]		\$750,000 00
2. Number of shares of capital stock issued,	7,200	
3. Increase of capital, since last report,	None.	
4. Capital paid in, per last report,	\$720,000 00	
5. Capital paid in, since last report,	None.	
6. Total amount of capital stock paid in,	720,000 00	
7. Funded debt, per last report,	None.	
8. Funded debt, paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	15,000 00	
12. Floating debt, paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	15,000 00	
15. Total present amount of funded and floating debt,	Stated in above.	
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	15,000 00	

## COST OF ROAD AND EQUIPMENT.

[Construction accounts have been re-adjusted since the increase of capital stock in 1866, and the accounts as given below show the present cost of road and equipment, as standing on the books of the corporation.]

18. For graduation and masonry, per last report,	-	-
19. For graduation and masonry, paid during the past year,	-	-
20. Total am't expended for graduation and masonry,		\$117,339 28
21. For wooden bridges, per last report,	-	-
22. For wooden bridges, paid during the past year,	-	-
23. Total amount expended for wooden bridges,		10,030 35
24. Total amount expended for iron bridges, (if any,)		1,875 00
25. For superstructure, including iron, per last report,	-	-
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, including iron,		267,582 39
28. For stations, buildings and fixtures, per last report,	-	-
29. For stations, buildings and fixtures, paid during the past year,	-	-

30. Total amount expended for stations, buildings and fixtures, . . . . .		\$111,765 05
31. For land, land-damages and fences, per last report, . . . . .	-	-
32. For land, land-damages and fences, paid during the past year, . . . . .	-	-
33. Total amount expended for land, land-damages and fences, . . . . .		93,196 95
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .		63,000 00
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		19,300 00
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		41,106 15
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	-
46. For agencies and other expenses, per last report, . . . . .		22,510 65
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	None.	-
49. Total cost of road and equipment, . . . . .		737,765 83
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	}	77,560 76
[In working materials and cash,] . . . . .		
CHARACTERISTICS OF ROAD.		
51. Length of road, . . . . .		77,000 2-10 feet.
52. Length of single main track, . . . . .		None.
53. Length of double main track, . . . . .		77,000 2-10 feet.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .		None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .		3 miles.
56. Weight of rail, per yard, in main road, . . . . .		66 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .		None.
58. Maximum grade, with its length, in main road, . . . . .		12 7-10 ft. per mile, 4,133 ft.
59. Maximum grade, with its length, in branch roads, . . . . .		None.
60. Total rise and fall in main road, . . . . .		73 5-10 feet.
61. Total rise and fall in branch roads, . . . . .		None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .		336 feet; 100 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .		None.
64. Total degrees of curvature in main road, . . . . .		770 degrees.
65. Total degrees of curvature in branch roads, . . . . .		None.
66. Total length of straight line in main road, . . . . .		7 22-100 miles.
67. Total length of straight line in branches, . . . . .		None.
68. Aggregate length of wooden truss bridges, . . . . .		530 feet.
69. Aggregate length of all other wooden bridges, . . . . .		664 feet.
70. Aggregate length of iron bridges, . . . . .		160 feet.
71. Whole length of road unfenced on both sides, . . . . .		None.
72. Number of public ways crossed at grade, . . . . .		10
73. Number of railroads crossed at grade, . . . . .		1
74. Remarks, . . . . .		-
75. Way stations for express trains, . . . . .		None.

76. Way stations for accommodation trains, . . .	4
77. Flag stations, . . . . .	None.
78. Whole number of way stations, . . . . .	4
79. Whole number of flag stations, . . . . .	None.

## DOINGS DURING THE YEAR.

[Including our proportion of Wilton, Stony Brook, Salem and Lowell, Lowell and Lawrence, and Stoneham Branch Railroads.]

80. Miles run by passenger trains, . . . . .	118,977	
81. Miles run by freight trains, . . . . .	99,830	
82. Miles run by other trains, . . . . .	Included above.	
83. Total miles run, . . . . .		218,807
84. Number of passengers carried in the cars, . . .	493,285	
85. Number of passenger carried one mile, . . .	7,042,834	
86. Number of tons of merchandise carried in the cars, .	185,879	
87. Number of tons of merchandise carried one mile, .	6,289,878	
88. Number of passengers carried one mile, to and from other roads, . . . . .	1,531,243	
89. Number of tons carried one mile, to and from other roads, . . . . .	3,302,865	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . .	30 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	3,521,417	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .	7,934,817	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$37,998 39	
99. For repairs of wooden bridges, . . . . .	7,382 74	
100. For wages of switchmen, average per month, . . . . .	\$45 00	
101. For wages of gate-keepers, average per month, . . . . .	35 00	
102. For wages of signal-men, average per month, . . . . .	35 00	
103. For wages of watchmen, average per month, . . . . .	45 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	230	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	884 31	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	8,261 83	
107. Total for maintenance of way, . . . . .		\$64,018 19

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$18,148 35
109. For new locomotives, to cover depreciation, . . .	7,626 00
110. For repairs of passenger cars, . . . . .	11,750 69

111. For new passenger cars, to cover depreciation, . .	Nothing.
112. For repairs of merchandise cars, . . . . .	\$15,187 41
113. For new merchandise cars, to cover depreciation, . .	4,774 76
114. For repairs of gravel and other cars, . . . . .	Included above.
115. Total for maintenance of motive power and cars, . .	\$57,487 21
116. Number of engines, . . . . .	12
117. Number of passenger cars, . . . . .	13
118. Number of baggage cars, . . . . .	7
119. Number of merchandise cars, . . . . .	234
120. Number of gravel cars, . . . . .	84

## MISCELLANEOUS.

[Fuel used for sundry purposes,] . . . . .	\$4,306 75
121. For fuel used by engines during the year, viz.:—	
1. Wood, No. of cords, 5,040. Cost of the same, . . . . .	26,797 88
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,334. Cost of same, . . . . .	10,937 65
122. For oil used by cars and engines, . . . . .	3,562 12
123. For waste and other material for cleaning, . . . . .	1,781 05
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	24,485 61
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	44,516 22
126. For gratuities and damages, . . . . .	2,164 68
127. For taxes and insurance, [including U. S. taxes,] . . . . .	28,025 49
128. For ferries, [rents, balance of account,] . . . . .	694 53
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	12,603 00
130. For renewals of iron, including laying down, . . . . .	} 17,459 32
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	32,585 45
[Stony Brook Railroad, \$6,129.65; Salem and Lowell Railroad, \$5,425.00; Lowell and Lawrence Railroad, \$6,751.80; Wilton Railroad, \$14,000.00; Stone'm Branch, \$279.00.]	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	18,079 15
135. Total miscellaneous, . . . . .	\$222,998 90
136. Total expenditures for working the road, . . . . .	344,504 30
137. Total amount of interest paid during the year, [Deducted from interest received, and answered in No. 141.] . . . . .	-

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road including branches owned by company, . . . . .	\$144,350 45
2. To and from other roads, specifying what,* . . . . .	33,052 03
139. For <i>Freight</i> : . . . . .	
1. On main road and branches owned by company, . . . . .	146,771 23
2. To and from other connecting roads, . . . . .	95,650 01

\* Worcester and Nashua Railroad and its western connections; Boston and Maine Railroad and its eastern connections; Concord Railroad and Fitchburg Railroad and their northern connections.

140. U. S. mails, . . . . .		\$2,642 70	
141. Rents, [expresses, \$7,238.86; interest, balance of account, \$943.80,] . . . . .		8,182 65	
142. Total income, . . . . .			\$430,649 07
143. Net earnings, after deducting expenses, . . . . .		86,144 77	
<div>Dividends.</div>			
144. 10 per cent. Total, . . . . .			\$72,000 00
145. Surplus not divided, . . . . .	\$14,144 77		
146. Surplus last year, . . . . .	81,121 82		
147. Total surplus, . . . . .			95,266 59
<div>Estimated Depreciation Beyond the Renewals, Viz. :—</div>			
148. Of road and bridges, . . . . .	} Nothing.		
149. Buildings, . . . . .			
150. Engines and cars, . . . . .			
<div>Mortgage Debts.</div>			
151. Amount of debt secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	} None.		
152. Mortgage debt paid since last report, . . . . .			
153. Increase of mortgage debt since last report, . . . . .			
154. Present amount of mortgage debts, . . . . .			
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .			

**ACCIDENTS.**

*September 1, 1868.*—Eben Sumner, freight conductor, had one arm broken by falling from a car.

*September 23.*—James Dollard, while driving a butcher's wagon, was slightly injured by coming in contact with a shifting engine, with cars, at Middlesex Street crossing, in Lowell.

F. B. CROWNINSHIELD,  
EDWARD SPALDING,  
HENRY SIGOURNEY,

*Directors of the Nashua and Lowell Railroad Corporation.*

**STATE OF NEW HAMPSHIRE.**

**HILLSBOROUGH, ss.** December 31, 1868. Then personally appeared Edward Spalding and made oath to the truth of the foregoing statement by him subscribed.

Before me,

**THEODORE H. WOOD, Justice of the Peace.**

**SCITTOLE, ss.** January 6, 1869. Then personally appeared F. B. Crowninshield and Henry Sigourney, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

**JOHN B. WINSLOW, Justice of the Peace.**



## REPORT

OF THE

## NEW BEDFORD AND TAUNTON RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$500,000 00
2. Number of shares of capital stock issued, . . . . .	5,000	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$500,000 00	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		500,000 00
7. Funded debt, per last report, . . . . .	174,000 00	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .		174,000 00
11. Floating debt, per last report, . . . . .	None.	
12. Floating debt paid since last report, . . . . .	None.	
13. Floating debt, increase of, since last report, . . . . .	None.	
14. Total present amount of floating debt, . . . . .	None.	
15. Total present amount of funded and floating debt, . . . . .		174,000 00
16. Average rate of interest per annum, paid during the year, . . . . .	Six per cent.	
17. Maximum amount of debts during the year, . . . . .		200,000 00
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$158,108 01	
19. For graduation and masonry paid during the past year, . . . . .	None.	
20. Total am't expended for graduation and masonry, . . . . .		158,108 01
21. For wooden bridges, per last report, . . . . .	4,013 85	
22. For wooden bridges paid during the past year, . . . . .	None.	
23. Total amount expended for wooden bridges, . . . . .		4,013 85
24. Total amount expended for iron bridges (if any,) . . . . .	None.	
25. For superstructure, including iron, per last report, . . . . .	118,002 39	
26. For superstructure, including iron, paid during the past year, . . . . .	None.	
27. Total amount expended for superstructure, including iron, . . . . .		118,002 39
28. For stations, buildings and fixtures, per last report, . . . . .	45,826 98	
29. For stations, buildings and fixtures paid during the past year, . . . . .	None.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		45,826 98
31. For land, land-damages and fences, per last report, . . . . .	92,391 52	
32. For land, land-damages and fences paid during the past year, . . . . .	None.	
33. Total amount expended for land, land-damages, and fences, . . . . .		92,391 52

34. For locomotives, per last report, . . . . .	\$13,193 55	
35. For locomotives paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .		\$13,193 55
37. For passenger and baggage cars, per last report, . . . . .	15,250 00	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		15,250 00
40. For merchandise cars, per last report, . . . . .	17,575 00	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		17,575 00
43. For engineering, per last report, . . . . .	15,693 97	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		15,693 97
46. For agencies and other expenses, per last report, . . . . .	19,944 73	
47. For agencies and other expenses paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .		19,944 73
49. Total cost of road and equipment, . . . . .		\$500,600 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	5,622 35	

#### CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	20 13-100 miles.
52. Length of single main track, . . . . .	20 13-100 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the company, stating whether they have a single or double track, . . . . .	7,731 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	7,147 feet.
56. Weight of rail, per yard, in main road, . . . . .	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 lbs.
58. Maximum grade, with its length, in main road, . . . . .	40 ft. per mile for 1½ miles.
59. Maximum grade, with its length, in branch roads, . . . . .	65 ft. per mile for 600 ft.
60. Total rise and fall in main road, . . . . .	361 feet.
61. Total rise and fall in branch roads, . . . . .	20 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,906 feet in 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	259 feet in 300 feet.
64. Total degrees of curvature, in main road, . . . . .	160°
65. Total degrees of curvature, in branch roads, . . . . .	87° 45'
66. Total length of straight line, in main road, . . . . .	17¾ miles.
67. Total length of straight line, in branches, . . . . .	3,333 feet.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	281 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	13,955 feet.
72. Number of public ways crossed at grade, . . . . .	19
73. Number of railroads crossed at grade, . . . . .	2
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	2
77. Flag stations, . . . . .	6
78. Whole number of way stations, . . . . .	2
79. Whole number of flag stations, . . . . .	6

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . . .	59,561	
81. Miles run by freight trains, . . . . .	15,522	
82. Miles run by other trains, . . . . .	None.	
83. Total miles run, . . . . .		75,083
84. Number of passengers carried in the cars, . . . . .	194,201	
85. Number of passengers carried one mile, . . . . .	2,807,902	
86. Number of tons of merchandise carried in the cars, . . . . .	54,237	
87. Number of tons of merchandise carried one mile, . . . . .	630,346	
88. Number of passengers carried one mile, to and from other roads . . . . .	2,076,553	
89. Number of tons carried one mile, to and from other roads, . . . . .	548,613	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	None.	
92. Rate of speed adopted for accommodation trains, . . . . .	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	24 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	None.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	15 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	1,403,951	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	945,579	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$24,900 27	
99. For repairs of wooden bridges, . . . . .	-	
100. For wages of switchmen, average per month, . . . . .	\$45 00	Total,
101. For wages of gate-keepers, average per month, . . . . .	12 00	
102. For wages of signal-men, average per month, . . . . .	12 00	
103. For wages of watchmen, average per month, . . . . .	45 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	60	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-	
106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, . . . . .	Included in No. 98.	
107. Total for maintenance of way, . . . . .	\$27,925 52	
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . . . .	\$6,991 06	
109. For new locomotives, to cover depreciation, . . . . .	None.	
110. For repairs of passenger cars, . . . . .	7,313 91	
111. For new passenger cars, to cover depreciation, . . . . .	None.	
112. For repairs of merchandise cars, . . . . .	4,513 60	
113. For new merchandise cars, to cover depreciation, . . . . .	7,118 65	
114. For repairs of gravel and other cars, . . . . .	None.	
115. Total for maintenance of motive power and cars, . . . . .	\$25,937 22	
116. Number of engines, . . . . .	5	
117. Number of passenger cars, . . . . .	12	

118. Number of baggage cars, . . . . .	7
119. Number of merchandise cars, . . . . .	80
120. Number of gravel cars, . . . . .	4

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 736. Cost of the same,	}	\$8,236 47
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 437. Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .	}	2,118 88
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .		14,509 38
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .		12,632 38
126. For gratuities and damages, . . . . .		518 22
127. For taxes and insurance, [\$8,509.46; U. S. revenue tax, \$6,576.64,] . . . . .		15,086 10
128. For ferries, . . . . .		None.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	}	Inc'd in No. 98.
130. For renewals of iron, including laying down, . . . . .		
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		16,700 00
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		- -
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .		- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		6,511 07
135. Total miscellaneous, . . . . .		\$76,312 50
136. Total expenditures for working the road, . . . . .		130,175 24
137. Total amount of interest paid during the year, . . . . .		10,990 60

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$21,838 64	
2. To and from other roads, specifying what, [Old Colony and Newport Railroad Company and Taunton Branch,] . . . . .		90,546 16
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, . . . . .		6,888 71
2. To and from other connecting roads, . . . . .		56,699 22
140. United States mails, . . . . .		3,075 00
141. Rents, [\$410.67; earnings of Fairhaven Branch, \$2,598.22,] . . . . .		3,008 89
142. Total income, . . . . .		\$181,556 62
143. Net earnings, after deducting expenses, . . . . .		40,390 78

## DIVIDENDS.

144. 8 per cent. Total, . . . . .		\$40,000 00
145. Surplus not divided, . . . . .	\$390 78	
146. Surplus last year, . . . . .	102,566 69	
147. Total surplus, . . . . .		102,957 47

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**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,**  
**VIZ.:—**

148. Of road and bridges, . . . . .	} Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

**MORTGAGE DEBTS.**

151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	} Nothing.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debts since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

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**FAIRHAVEN BRANCH RAILROAD.****COST OF ROAD AND EQUIPMENT.**

18. For graduation and masonry per last report, . . . . .	\$71,710 09	
19. For graduation and masonry, paid during the past year, . . . . .	None.	
20. Total am't expended for graduation and masonry, . . . . .		\$71,710 09
21. For wooden bridges, per last report, . . . . .	1,073 80	
22. For wooden bridges paid during the past year, . . . . .	None.	
23. Total amount expended for wooden bridges, . . . . .		1,073 80
24. Total amount expended for iron bridges, (if any,) . . . . .	None.	
25. For superstructure, including iron, per last report, . . . . .	82,294 12	
26. For superstructure, including iron paid during the past year, . . . . .	None.	
27. Total amount expended for superstructure, including iron, . . . . .		82,294 12
28. For stations, buildings and fixtures, per last report, . . . . .	16,052 28	
29. For stations, buildings and fixtures paid during the past year, . . . . .	None.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		16,052 28
31. For land, land-damages and fences, per last report, . . . . .	17,307 00	
32. For land, land-damages and fences paid during the past year, . . . . .	None.	
33. Total amount expended for land, land-damages and fences, . . . . .		17,307 00
34. For locomotives, per last report, . . . . .	10,000 00	
35. For locomotives, paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .		10,000 00
37. For passenger and baggage cars, per last report, . . . . .	7,350 00	
38. For passenger and baggage cars, paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		7,350 00
40. For merchandise cars, per last report, . . . . .	4,825 00	
41. For merchandise cars, paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		4,825 00
43. For engineering, per last report, . . . . .	5,128 12	
44. For engineering, paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		5,128 12
46. For agencies and other expenses, per last report, . . . . .	18,919 21	
47. For agencies and other expenses, paid during the past year, . . . . .	None.	

43. Total amount expended for agencies and other expenses, . . . . .	\$18,919 21
49. Total cost of road and equipment, . . . . .	\$234,659 62
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	
[Ferry boat and slips,] . . . . .	\$14,881 89
[Two wharves,] . . . . .	8,207 49
[Real estate,] . . . . .	2,251 00
	<hr/> 25,340 38
	<hr/> \$260,000 00

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	15 11-100 miles.
52. Length of single main track, . . . . .	15 11-100 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	68-100 mile.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	24 24-100 ft. for 1 26-100 mls.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	52 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,920 feet for 1,801 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	206° 55'
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	12 56-100 miles.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	110 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	22
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	2
77. Flag stations, . . . . .	None.
78. Whole number of way stations, . . . . .	2
79. Whole number of flag stations, . . . . .	None.

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	20,067
81. Miles run by freight trains, . . . . .	10,033
82. Miles run by other trains, . . . . .	None.
83. Total miles run, . . . . .	30,100
84. Number of passengers carried in the cars, . . . . .	51,620
85. Number of passengers carried one mile, . . . . .	665,871
86. Number of tons of merchandise carried in the cars, . . . . .	13,106
87. Number of tons of merchandise carried one mile, . . . . .	199,554
88. Number of passengers carried one mile, to and from other roads, . . . . .	478,546
89. Number of tons carried one mile, to and from other roads, . . . . .	178,805

90. Rate of speed adopted for express passenger trains, including stops, . . . . .	None.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	None.
92. Rate of speed adopted for accommodation trains, . . . . .	26 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	26 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	None.
95. Average rate of speed adopted for freight trains, including stops, . . . . .	15 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	332,935
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	299,331
<b>EXPENDITURES FOR WORKING THE ROAD.</b>	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$10,939 63
99. For repairs of wooden bridges, . . . . .	-
100. For wages of switchmen, average per month, . . . . . \$37 00	Total, 944 25
101. For wages of gate-keepers, average per month, . . . . . None.	
102. For wages of signal-men, average per month, . . . . . None.	
103. For wages of watchmen, average per month, . . . . . 37 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	29
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	Included in No. 98.
107. Total for maintenance of way, . . . . .	\$11,833 68
<b>MOTIVE POWER AND CARS.</b>	
108. For repairs of locomotives, . . . . .	\$2,846 32
109. For new locomotives, to cover depreciation, . . . . .	None.
110. For repairs of passenger cars, . . . . .	5,028 50
111. For new passenger cars to cover depreciation, . . . . .	None.
112. For repairs of merchandise cars, . . . . .	3,779 96
113. For new merchandise cars to cover depreciation, . . . . .	None.
114. For repairs of gravel and other cars, . . . . .	None.
115. Total for maintenance of motive power and cars, . . . . .	\$11,654 78
116. Number of engines, . . . . .	2
117. Number of passenger cars, . . . . .	5
118. Number of baggage cars, . . . . .	2
119. Number of merchandise cars, . . . . .	41
120. Number of gravel cars, . . . . .	7
<b>MISCELLANEOUS.</b>	
121. For fuel used by engines during the year, viz. :—	} \$2,919 83
1. Wood, number of cords, 181. Cost of the same, . . . . .	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 212. Cost of same, . . . . .	} 778 86
122. For oil used by cars and engines, . . . . .	
123. For waste and other material for cleaning, . . . . .	} 5,833 01
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	

125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	\$3,418 30	
126. For gratuities and damages, . . . . .	55 21	
127. For taxes and insurance, . . . . .	409 29	
128. For ferries, . . . . .	4,896 12	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		} Included in No. 98.
130. For renewals of iron, including laying down, . . . . .		
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	3,615 00	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	888 00	
135. Total miscellaneous, . . . . .		\$22,813 62
136. Total expenditures for working the road, . . . . .		46,352 28
137. Total amount of interest paid during the year, . . . . .	-	-

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$6,590 40	
2. To and from other roads specifying what, [Cape Cod Railroad Company,] . . . . .	26,319 11	
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co., . . . . .	1,536 09	
2. To and from other connecting roads, . . . . .	12,180 56	
140. U. S. mails, . . . . .	2,031 24	
141. Rents, . . . . .	293 10	
142. Total income, . . . . .		\$48,950 50
143. Net earnings, after deducting expenses, . . . . .	2,598 22	

## DIVIDENDS.

144. per cent. Total, . . . . .	
145. Surplus not divided, . . . . .	
146. Surplus last year, . . . . .	
147. Total surplus, . . . . .	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

Included in New Bedford  
and Taunton Railroad  
Report.

## MORTGAGE DEBTS.

151. Amount of debts, secured by mortgage of road and franchise or any property of the corporation, per last report, . . . . .	-	-
152. Mortgage debt, paid since last report, . . . . .	-	-
153. Increase of mortgage debt, since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	-	-
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	-	-



## ACCIDENT.

October 30, 1868.—William C. Card, of Fairhaven, a brakeman on Fairhaven Branch, was thrown from a platform car near Mattapoisett station, and was instantly killed.

JOSEPH GRINNELL,  
WARD M. PARKER,  
D. R. GREENE,  
TH. S. HATHAWAY,  
CHARLES L. WOOD,

*Directors of the New Bedford and Taunton Railroad Corporation.*

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BRISTOL, ss. December 29, 1868. Then personally appeared Ward M. Parker, D. R. Greene, Thomas S. Hathaway, and Charles L. Wood, and severally made oath to the truth of the foregoing statement by them subscribed, and Joseph Grinnell affirmed to the statement foregoing by him subscribed.

Before

ANDW. G. PIERCE, *Justice of the Peace.*

## REPORT

OF THE

## NEWBURYPORT RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$430,000 00
2. Number of shares of capital stock issued, . . . . .	1,807
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	\$220,340 02
5. Capital paid in since last report, . . . . .	-
6. Total amount of capital stock paid in, . . . . .	220,340 02
7. Funded debt, per last report, . . . . .	234,900 00
8. Funded debt paid since last report, . . . . .	-
9. Funded debt, increase of, since last report, . . . . .	-
10. Total present amount of funded debt, . . . . .	234,900 00
11. Floating debt, per last report, . . . . .	140,902 19
12. Floating debt paid since last report, . . . . .	-
13. Floating debt, increase of, since last report, . . . . .	-
14. Total present amount of floating debt, . . . . .	140,902 19
15. Total present amount of funded and floating debt, . . . . .	375,802 19
16. Average rate of interest per annum paid during the year, . . . . .	-
17. Maximum amount of debts during the year, . . . . .	590,902 19
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$197,653 98
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total am't expended for graduation and masonry, . . . . .	\$197,653 98
21. For wooden bridges, per last report, . . . . .	The bridges are so unimportant that no separate account of their cost has been kept, but is included in above.
22. For wooden bridges, paid during the past year, . . . . .	
23. Total amount expended for wooden bridges, . . . . .	
24. Total amount expended for iron bridges (if any), . . . . .	None.
25. For superstructure, including iron, per last report, . . . . .	176,065 02
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	176,065 02
28. For stations, buildings and fixtures, per last report, . . . . .	31,701 57
29. For stations, buildings and fixtures paid during the past year, . . . . .	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	31,701 57
31. For land, land-damages and fences, per last report, . . . . .	86,983 89

32. For land, land-damages and fences paid during the past year, . . . . .	-	-
33. Total amount expended for land, land-damages, and fences, . . . . .		\$86,983 89
34. For locomotives, per last report, . . . . .	}	Sold to Boston and Maine Railroad, under arrangement of lease of road.
35. For locomotives paid during the past year, . . . . .		
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .		
38. For passenger and baggage cars paid during the past year, . . . . .		
39. Total amount expended for passenger and baggage cars, . . . . .		
40. For merchandise cars, per last report, . . . . .	}	
41. For merchandise cars paid during the past year, . . . . .		
42. Total amount expended for merchandise cars, . . . . .		
43. For engineering, per last report, . . . . .		
44. For engineering paid during the past year, . . . . .		
45. Total amount expended for engineering, . . . . .		\$13,205 32
46. For agencies and other expenses, per last report, . . . . .		13,205 32
47. For agencies and other expenses, paid during the past year, . . . . .		91,776 55
48. Total amount expended for agencies and other expenses, . . . . .		-
49. Total cost of road and equipment, . . . . .		91,776 55
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .		597,386 33
		Nothing.

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	26 miles, 5,168 feet.
52. Length of single main track, . . . . .	26 miles, 5,168 feet.
53. Length of double main track, . . . . .	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	12,646 feet.
56. Weight of rail, per yard, in main road, . . . . .	60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	55 feet for 3,000 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	-
60. Total rise and fall in main road, . . . . .	430 feet.
61. Total rise and fall in branch roads, . . . . .	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	} 695 ft. curve; length, 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	
64. Total degrees of curvature in main road, . . . . .	790°
65. Total degrees of curvature in branch roads, . . . . .	-
66. Total length of straight line in main road, . . . . .	20 miles, 1,172 feet.
67. Total length of straight line in branches, . . . . .	-
68. Aggregate length of wooden truss bridges, . . . . .	-
69. Aggregate length of all other wooden bridges, . . . . .	415 feet.
70. Aggregate length of iron bridges, . . . . .	-
71. Whole length of road unfenced on both sides, . . . . .	-
72. Number of public ways crossed at grade, . . . . .	33
73. Number of railroads crossed at grade, . . . . .	1
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	8
77. Flag stations, . . . . .	3
78. Whole number of way stations, . . . . .	8
79. Whole number of flag stations, . . . . .	3

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	.
81. Miles run by freight trains, . . . . .	.
82. Miles run by other trains, . . . . .	.
83. Total miles run, . . . . .	.
84. Number of passengers carried in the cars, . . . . .	.
85. Number of passengers carried one mile, . . . . .	.
86. Number of tons of merchandise carried in the cars, . . . . .	.
87. Number of tons of merchandise carried one mile, . . . . .	.
88. Number of passengers carried one mile, to and from other roads, . . . . .	.
89. Number of tons carried one mile, to and from other roads, . . . . .	.
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	.
92. Rate of speed adopted for accommodation trains, . . . . .	.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	.
95. Average rate of speed adopted for freight trains, including stops, . . . . .	.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	.
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	.

NOTE.—This road is leased to Boston and Maine Railroad, and its "DOINGS DURING THE YEAR," and its "INCOME" and "EXPENDITURES," are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

Same as on Boston and Maine Railroad.

See Note.

## EXPENDITURES FOR WORKING THE ROAD.

[See Note.]

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	.
109. For new locomotives, to cover depreciation, . . . . .	.
110. For repairs of passenger cars, . . . . .	.
111. For new passenger cars, to cover depreciation, . . . . .	.
112. For repairs of merchandise cars, . . . . .	.
113. For new merchandise cars, to cover depreciation, . . . . .	.
114. For repairs of gravel and other cars, . . . . .	.
115. Total for maintenance of motive power and cars, . . . . .	.
116. Number of engines, . . . . .	None.
117. Number of passenger cars, . . . . .	None.
118. Number of baggage cars, . . . . .	None.
119. Number of merchandise cars, . . . . .	None.
120. Number of gravel cars, . . . . .	None.

See Note.

None.

None.

None.

None.

None.

## MISCELLANEOUS.

[See Note]

## INCOME DURING THE YEAR.

[See Note.]

## DIVIDENDS.

144. per cent. Total, . . . . .	.
145. Surplus not divided, . . . . .	.
146. Surplus last year, . . . . .	.
147. Total surplus, . . . . .	.

Nothing.

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

Viz. :—

148. Of road and bridges, . . . . .	} Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} The bonds, amounting to \$450,000.00, are secured by mortgages.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	Nothing.
154. Present amount of mortgage debts, . . . . .	Nothing.
155. Number of mortgages on road and franchise, or any property of the corporation, . . . . .	\$450,000 00
	- -

FRANCIS COGSWELL,  
 PETER T. HOMER,  
 E. J. M. HALE,  
 GEORGE C. LORD,  
 AMOS PAUL,  
 JOHN E. BICKFORD,  
 N. G. WHITE,

*Directors of the Newburyport Railroad Corporation.*

SUFFOLK, ss. January 2, 1869. Then personally appeared Francis Cogswell, Peter T. Homer, E. J. M. Hale, George C. Lord, Amos Paul, John E. Bickford and N. G. White, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JAMES C. MERRILL, *Justice of the Peace.*

## REPORT

OF THE

## NEW HAVEN AND NORTHAMPTON R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$1,500,000 00
2. Number of shares of capital stock issued, . . . . .	15,000
3. Increase of capital since last report, . . . . .	\$166,000 00
4. Capital paid in, per last report, . . . . .	1,334,000 00
5. Capital paid in since last report, . . . . .	166,000 00
6. Total amount of capital stock paid in, . . . . .	1,500,000 00
7. Funded debt, per last report, . . . . .	650,000 00
8. Funded debt paid since last report, . . . . .	—
9. Funded debt, increase of, since last report, . . . . .	—
10. Total present amount of funded debt, . . . . .	650,000 00
11. Floating debt, per last report, . . . . .	142,166 73
12. Floating debt paid since last report, . . . . .	4,666 73
13. Floating debt, increase of, since last report, . . . . .	—
14. Total present amount of floating debt, . . . . .	137,500 00
15. Total present amount of funded and floating debt, . . . . .	—
16. Average rate of interest per annum paid during the year, . . . . .	} 7 per cent. on \$450,000.00. } 6 per cent. on \$200,000.00.
17. Maximum amount of debts during the year, . . . . .	—

## COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report, . . . . .	} See Note below.*
19. For graduation and masonry paid during the past year, . . . . .	
20. Total am't expended for graduation and masonry, . . . . .	
21. For wooden bridges, per last report, . . . . .	
22. For wooden bridges paid during the past year, . . . . .	
23. Total amount expended for wooden bridges, . . . . .	
24. Total amount expended for iron bridges, (if any,) . . . . .	
25. For superstructure, including iron, per last report, . . . . .	
26. For superstructure, including iron, paid during the past year, . . . . .	
27. Total amount expended for superstructure, including iron, . . . . .	
28. For stations, buildings and fixtures, per last report, . . . . .	

\* The Company is unable to give these items in detail, as the road was built by various corporations. The cost, as reported to them, was:—

New Haven to Granby and branches, . . . . .	\$1,713,982 00
Granby to State line, . . . . .	13,340 00
State line to Northampton, . . . . .	577,982 62
Northampton to Williamsburg, . . . . .	333,107 60

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\$2,638,412 22

Extensive improvements are now being made, the cost of which cannot yet be given.

29. For stations, buildings and fixtures, paid during the past year, . . . . .			
30. Total amount expended for stations, buildings and fixtures, . . . . .			
31. For land, land-damages and fences, per last report, . . . . .	} See Note on previous page.		
32. For land, land-damages and fences, paid during the past year, . . . . .			
33. Total amount expended for land, land-damages, and fences, . . . . .			
34. For locomotives, per last report, . . . . .	\$60,554	22	
35. For locomotives paid during the past year, . . . . .	10,925	85	
36. Total amount expended for locomotives, . . . . .			\$71,480 07
37. For passenger and baggage cars, per last report, . . . . .	9,581	47	
38. For passenger and baggage cars paid during the past year, . . . . .	3,595	63	
39. Total amount expended for passenger and baggage cars, . . . . .			13,176 50
40. For merchandise cars, per last report, . . . . .	34,789	98	
41. For merchandise cars paid during the past year, . . . . .	7,424	09	
42. Total amount expended for merchandise cars, . . . . .			42,214 07
43. For engineering, per last report, . . . . .			
44. For engineering paid during the past year, . . . . .			
45. Total amount expended for engineering, . . . . .			
46. For agencies and other expenses, per last report, . . . . .			
47. For agencies and other expenses paid during the past year, . . . . .	} See Note on previous page.		
48. Total amount expended for agencies and other expenses, . . . . .			
49. Total cost of road and equipment, . . . . .			
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .			

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	84 miles.	
52. Length of single main track, . . . . .	84 miles.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	8½ miles, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	-	-
56. Weight of rail, per yard, in main road, . . . . .	54 and 56 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	54 and 56 lbs.	
58. Maximum grade, with its length, in main road, . . . . .	} Original surveys not in possession of this Company, therefore these questions cannot be answered.	
59. Maximum grade, with its length, in branch roads, . . . . .		
60. Total rise and fall in main road, . . . . .		
61. Total rise and fall in branch roads, . . . . .		
62. Shortest radius of curvature, with length of curve, in main road, . . . . .		
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .		
64. Total degrees of curvature, in main road, . . . . .		
65. Total degrees of curvature, in branch roads, . . . . .		
66. Total length of straight line, in main road, . . . . .		
67. Total length of straight line, in branches, . . . . .		
68. Aggregate length of wooden truss bridges, . . . . .	1,442 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	2,500 feet.	
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	-	-
72. Number of public ways crossed at grade, . . . . .	-	-
[82 in Conn. and 48 in Mass.,] . . . . .		130

73. Number of railroads crossed at grade, [Boston and Albany at Westfield, and H. P. and F. at Plainville,]	2	-
74. Remarks, . . . . .	22	{ 14 in Conn. 8 in Mass.
75. Way stations for express trains, . . . . .	7	
76. Way stations for accommodation trains, . . . . .	22	
77. Flag stations, [5 in Conn. and 2 in Mass.,]	7	
78. Whole number of way stations, . . . . .	22	
79. Whole number of flag stations, . . . . .	7	

## DOINGS DURING THE YEAR.

[North of Granby. Below Granby operated by New York and New Haven Railroad, under lease.]

80. Miles run by passenger trains, . . . . .	85,361	
81. Miles run by freight trains, . . . . .	36,404	
82. Miles run by other trains, . . . . .	10,000	
83. Total miles run, . . . . .		81,765
84. Number of passengers carried in the cars, . . . . .	97,113	
85. Number of passengers carried one mile, . . . . .	933,293	
86. Number of tons of merchandise carried in the cars, . . . . .	48,021	
87. Number of tons of merchandise carried one mile, . . . . .	852,775	
88. Number of passengers carried one mile, to and from other roads, . . . . .	304,514	
89. Number of tons carried one mile, to and from other roads, . . . . .	792,104	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	} 25 miles.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .		
92. Rate of speed adopted for accommodation trains, . . . . .	} 20 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .		- -
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . . . .	15 miles.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	-	-

## EXPENDITURES FOR WORKING THE ROAD.

[North of Granby.]

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$42,249 87	
99. For repairs of wooden bridges, . . . . .	2,039 25	
100. For wages of switchmen, average per month, . . . . .	\$40 00	} Total, Included in other acts.
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .	40 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	90	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) [and snow fences,]	3,808 06	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	1,848 67	
107. Total for maintenance of way, . . . . .		49,945 75



## MOTIVE POWER AND CARS.

[On road north of Granby.]

108. For repairs of locomotives, . . . . .	\$4,540 86	
109. For new locomotives, to cover depreciation, . . . . .	-	-
110. For repairs of passenger cars, . . . . .	-	-
111. For new passenger cars, to cover depreciation, [and freight cars,] . . . . .	4,253 22	
112. For repairs of merchandise cars, . . . . .	-	-
113. For new merchandise cars, to cover depreciation, . . . . .	-	-
114. For repairs of gravel and other cars, . . . . .	-	-
115. Total for maintenance of motive power and cars, . . . . .		\$8,794 08
116. Number of engines, . . . . .	6	
117. Number of passenger cars, . . . . .	4	
118. Number of baggage cars, . . . . .	1	
119. Number of merchandise cars, . . . . .	38	
120. Number of gravel cars, . . . . .		-

## MISCELLANEOUS.

[North of Granby.]

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 3,258. Cost of the same, . . . . .	\$14,660 65	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .	-	-
122. For oil used by cars and engines, . . . . .	} 1,955 55	
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	} 34,244 20	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .		
126. For gratuities and damages, . . . . .	122 50	
127. For taxes and insurance, . . . . .	-	-
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	3,728 66	
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	5,548 96	
135. Total miscellaneous, . . . . .		\$60,260 53
136. Total expenditures for working the road, . . . . .		119,000 35
137. Total amount of interest paid during the year, . . . . .	51,823 51	

## INCOME DURING THE YEAR.

[North of Granby.]

138. For Passengers :—	
1. On main road, including branches owned by company, . . . . .	\$35,959 46
2. To and from other roads, specifying what, . . . . .	-
139. For Freight :—	
1. On main road and branches owned by Company, . . . . .	59,797 64
2. To and from other connecting roads, . . . . .	-

140. U. S. mails,	\$2,341 45	
141. Rents, [\$1,001.51; express, \$600.00,]	1,601 51	
142. Total income,		\$99,700 06
143. Net earnings, after deducting expenses,	-	-
<b>DIVIDENDS.</b>		
144. per cent. Total,	} None.	
145. Surplus not divided,		
146. Surplus last year,		
147. Total surplus,		
<b>ESTIMATED DEPRECIATION BEYOND THE RENEWALS,</b> Viz.:—		
148. Of road and bridges,	-	-
149. Buildings,	-	-
150. Engines and cars,	-	-
<b>MORTGAGE DEBTS.</b>		
151. Amount of debts secured by mortgage, of road and franchise or any property of the corpora- tion, per last report,	\$650,000 00	
152. Mortgage debt paid since last report,	-	-
153. Increase of mortgage debt since last report,	-	-
154. Present amount of mortgage debts,		\$650,000 00
155. Number of mortgages, on road and franchise or any property of the corporation,	Two.	

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<b>EARNINGS ABOVE GRANBY.</b> [Williamsburg to State line.]		
Freight,	\$53,817 88	
Passengers,	32,363 52	
Mails,	1,965 63	
Express,	600 00	
Rents,	188 50	
		\$88,935 53
<b>[State line to Granby.]</b>		
Freight,	\$5,979 76	
Passengers,	3,695 94	
Mails,	375 82	
Rents,	818 01	
		10,764 53
		\$99,700 06
<b>EXPENDITURES ABOVE GRANBY.</b>		
Williamsburg to State line,	\$107,100 31	
State line to Granby,	11,900 04	
		\$119,000 35
<b>EARNINGS, GRANBY TO NEW HAVEN.</b>		
Freight,	\$176,245 93	
Passengers,	80,389 86	
Mails,	4,075 00	
Express,	1,400 00	
		\$262,110 79

N. B.—The earnings between Granby and New Haven are as given by the New York and New Haven Railroad Co., who operate that portion of the road under a lease ending June 30th, 1869. They make no return of expenses.

JOS. E. SHEFFIELD, *Pres't*,  
 M. G. ELLIOTT,  
 H. M. WELCH,  
 WM. W. BOARDMAN,  
 CHAS. N. YEAMANS, *V. Pres't*,  
 WM. JOHNSON,  
 S. D. PARDEE,  
 A. L. KIDSTON,

*Directors of the New Haven and Northampton Company.*

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NEW HAVEN, ss. January 12, 1869. Then personally appeared Jos. E. Sheffield, M. G. Elliott, H. M. Welch, W. W. Boardman, Chas. N. Yeamans, Wm. Johnson, S. D. Pardee and A. L. Kidston, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief.

Before

JOHN S. GRAVES, *Notary Public*.

## REPORT

OF THE

## NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	{ \$850,000 00 1st class. 145,000 00 2d class.
2. Number of shares of capital stock issued, . . . . .	{ 8,500 1st class. 1,450 2d class.
3. Increase of capital since last report, . . . . .	100,000 00
4. Capital paid in, per last report, . . . . .	750,000 00
5. Capital paid in since last report, . . . . .	100,000 00
6. Total amount of capital stock paid in, . . . . .	\$995,000 00
7. Funded debt, per last report, . . . . .	430,000 00
8. Funded debt paid since last report, . . . . .	- -
9. Funded debt, increase of, since last report, . . . . .	230,000 00
10. Total present amount of funded debt, . . . . .	660,000 00
11. Floating debt, per last report, . . . . .	277,000 00
12. Floating debt paid since last report, . . . . .	208,500 00
13. Floating debt, increase of, since last report, . . . . .	- -
14. Total present amount of floating debt, . . . . .	68,500 00
15. Total present amount of funded and floating debt, . . . . .	728,500 00
16. Average rate of interest per annum paid during the year, . . . . .	Seven per cent.
17. Maximum amount of debts during the year, . . . . .	- -
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . . . .	
19. For graduation and masonry paid during the past year, . . . . .	
20. Total amount expended for graduation and masonry, . . . . .	
21. For wooden bridges, per last report, . . . . .	
22. For wooden bridges paid during the past year, . . . . .	
23. Total amount expended for wooden bridges, . . . . .	
24. Total amount expended for iron bridges, (if any,) . . . . .	
25. For superstructure, including iron, per last report, . . . . .	
26. For superstructure, including iron, paid during the past year, . . . . .	
27. Total amount expended for superstructure, including iron, . . . . .	
28. For stations, buildings and fixtures, per last report, . . . . .	
29. For stations, buildings and fixtures paid during the past year, . . . . .	
30. Total amount expended for stations, buildings and fixtures, . . . . .	
31. For land, land-damages and fences, per last report, . . . . .	
32. For land, land-damages and fences paid during the past year, . . . . .	

33. Total amount expended for land, land-damages, and fences, . . . . .	
34. For locomotives, per last report, . . . . .	
35. For locomotives paid during the past year, . . . . .	
36. Total amount expended for locomotives, . . . . .	
37. For passenger and baggage cars, per last report, . . . . .	
38. For passenger and baggage cars paid during the past year, . . . . .	
39. Total amount expended for passenger and baggage cars, . . . . .	
40. For merchandise cars, per last report, . . . . .	
41. For merchandise cars paid during the past year, . . . . .	
42. Total amount expended for merchandise cars, . . . . .	
43. For engineering, per last report, . . . . .	
44. For engineering paid during the past year, . . . . .	
45. Total amount expended for engineering, . . . . .	
46. For agencies and other expenses, per last report, . . . . .	
47. For agencies and other expenses paid during the past year, . . . . .	
48. Total amount expended for agencies and other expenses, . . . . .	
49. Total cost of road and equipment, . . . . .	\$1,486,022 78
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	100 miles.	
52. Length of single main track, . . . . .	100 miles.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	56,900 feet.	
56. Weight of rail, per yard, in main road, . . . . .	From 56 to 57 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	66 ft. for 2,000 ft.	
59. Maximum grade, with its length in branch roads, . . . . .	-	-
60. Total rise and fall in main road, . . . . .	1,856 feet.	
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	570 feet for 500 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature in main road, . . . . .	-	-
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	62 miles.	
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	3,568 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	5,850 feet.	
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	-	-
72. Number of public ways crossed at grade, . . . . .	82	
73. Number of railroads crossed at grade, . . . . .	2	
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	10	
76. Way stations for accommodation trains, . . . . .	17	
77. Flag stations, . . . . .	18	
78. Whole number of way stations, . . . . .	17	
79. Whole number of flag stations, . . . . .	18	

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, [N. & W., 8,240,]	198,975	
81. Miles run by freight trains, [N. & W., 21,897,]	104,565	
82. Miles run by other trains, . . . [N. & W., 44,]	6,024	
83. Total miles run, . . . [N. & W., 29,681,]		309,564
84. Number of passengers carried in the cars, . . . [N. & W., 50,752,]	322,297	
85. Number of passengers carried one mile, . . . [N. & W., 659,776,]	6,412,778	
86. Number of tons of merchandise carried in the cars, . . . [N. & W., 53,573,]	144,573	
87. Number of tons of merchandise carried one mile, . . . [N. & W., 761,449,]	4,937,554	
88. Number of passengers carried one mile, to and from other roads, . . .	-	-
89. Number of tons carried one mile, to and from other roads, . . .	-	-
90. Rate of speed adopted for express passenger trains, including stops, . . .	25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	30 miles per hour.	
92. Rate of speed adopted for accommodation trains, . . .	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . .	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . .	-	-
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	-	-

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$62,031 48	
99. For repairs of wooden bridges, . . .	4,370 95	
100. For wages of switchmen, average per month, . . . \$40 00		Total,
101. For wages of gate-keepers, average per month, . . . 40 00		
102. For wages of signal-men, average per month, . . . 40 00		
103. For wages of watchmen, average per month, . . . 40 00		
104. Number of men employed, exclusive of those engaged in construction, . . .	-	-
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	1,390 29	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	2,756 80	
107. Total for maintenance of way, . . .	\$76,924 53	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . .	\$21,969 25	
109. For new locomotives, to cover depreciation, . . .	-	-
110. For repairs of passenger cars, . . .	6,508 79	
111. For new passenger cars, to cover depreciation, . . .	-	-
112. For repairs of merchandise cars, . . .	12,622 27	
113. For new merchandise cars, to cover depreciation, . . .	-	-
114. For repairs of gravel and other cars, . . .	297 08	

115. Total for maintenance of motive power and cars,		\$41,397 39
116. Number of engines, . . . . .	15	
117. Number of passenger cars, . . . . .	13	
118. Number of baggage cars, . . . . .	7	
119. Number of merchandise cars, . . . . .	219	
120. Number of gravel cars, . . . . .	90	
<b>MISCELLANEOUS.</b>		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, . . . . . Cost of the same, \$ . . . . .	}	\$34,924 10
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .		4,613 46
123. For waste and other material for cleaning, . . . . .		1,789 82
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .		22,668 94
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .		33,983 77
126. For gratuities and damages, . . . . .		13,255 70
127. For taxes and insurance, . . . . .		26,641 89
[Machine shop and tools,] . . . . .		838 41
128. For ferries, . . . . .		—
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		7,254 69
130. For renewals of iron, including laying down, . . . . .		—
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		—
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .		—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		12,334 95
135. Total miscellaneous, . . . . .		\$158,205 73
136. Total expenditures for working the road, . . . . .		276,527 65
137. Total amount of interest paid during the year, . . . . .		44,331 09
<b>INCOME DURING THE YEAR.</b>		
138. For Passengers:—		
1. On main road, including branches owned by company, . . . . .		\$174,583 01
2. To and from other roads, specifying what, . . . . .		—
139. For Freight:—		
1. On main road and branches owned by Co., . . . . .		203,237 69
2. To and from other connecting roads, . . . . .		—
140. U. S. mails, [and Express,] . . . . .		10,328 43
141. Rents, . . . . .		7,673 66
142. Total income, . . . . .		\$395,822 69
143. Net earnings, after deducting expenses, . . . . .		74,963 96
<b>DIVIDENDS.</b>		
144. 8 per cent. Total, . . . . .		\$64,000 00
145. Surplus not divided, . . . . .		—
146. Surplus last year, . . . . .		—
147. Total surplus, . . . . .		—
<b>ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:</b>		
148. Of road and bridges, . . . . .		—
149. Buildings, . . . . .		—
150. Engines and cars, . . . . .		—

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	\$360,000 00	
152. Mortgage debt paid since last report, . . . . .	-	-
153. Increase of mortgage debt since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	360,000 00	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	Two.	

A. N. RAMSDELL,  
 BENJ. STARK,  
 HENRY P. HAVEN,

*Directors of the New London Northern Railroad Company.*

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW LONDON, ss. January 4, 1869. Then personally appeared A. N. Ramsdell, Benj. Stark and Henry P. Haven, directors as above written, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

ROB. COIT, JR., *Notary Public.*



## REPORT

OF THE

## NORWICH AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$2,825,000 00	
2. Number of shares of capital stock issued, . . . . .	23,636	
3. Increase of capital since last report, . . . . .	-	-
4. Capital paid in, per last report, . . . . .	\$2,363,600 00	
5. Capital paid in since last report, . . . . .	100 00	
6. Total amount of capital stock paid in, . . . . .		2,363,700 00
7. Funded debt, per last report, . . . . .	629,500 00	
8. Funded debt paid since last report, . . . . .	-	-
9. Funded debt, increase of, since last report, . . . . .	24,500 00	
10. Total present amount of funded debt, . . . . .		654,000 00
11. Floating debt, per last report, . . . . .	9,171 60	
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	83,889 29	
14. Total present amount of floating debt, . . . . .		93,060 89
15. Total present amount of funded and floating debt, . . . . .		747,060 89
16. Average rate of interest per annum, paid during the year, . . . . .	6½ per cent.	
17. Maximum amount of debts during the year, . . . . .	806,930 14	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	\$614,529 92	
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total amount expended for graduation and masonry, . . . . .		\$614,529 92
21. For wooden bridges, per last report, . . . . .	32,750 59	
22. For wooden bridges paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .		32,750 59
24. Total amount expended for iron bridges, (if any,) . . . . .	-	-
25. For superstructure, including iron, per last report, . . . . .	357,181 48	
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .		357,181 48
28. For stations, buildings and fixtures, per last report, . . . . .	49,168 93	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .		49,168 93
31. For land, land-damages and fences, per last report, . . . . .	142,591 71	
32. For land, land-damages and fences, paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages, and fences, . . . . .		\$142,591 71
34. For locomotives, per last report, . . . . .	\$75,540 44	-
35. For locomotives paid during the past year, . . . . .	-	75,540 44
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .	31,524 88	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		31,524 88
40. For merchandise cars, per last report, . . . . .	42,646 25	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		42,646 25
43. For engineering, per last report, . . . . .	69,499 50½	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		69,499 50½
46. For agencies and other expenses, per last report, . . . . .	1,198,260 50½	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .		1,198,260 50½
49. Total cost of road and equipment, . . . . .		2,613,694 21
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	973,209 72	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	59 4-10 miles.
52. Length of single main track, . . . . .	59 4-10 miles.
53. Length of double main track, . . . . .	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	7 miles, single.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	11 1-5 miles.
56. Weight of rail, per yard, in main road, . . . . .	56 and 60 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	56 and 60 lbs.
58. Maximum grade, with its length, in main road, . . . . .	32 feet for 13,265 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	-
60. Total rise and fall in main road, . . . . .	815½
61. Total rise and fall in branch roads, . . . . .	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	500 ft. radius; 486 ft. long.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	175 ft. radius; 200 ft. long.
64. Total degrees of curvature in main road, . . . . .	424° 30'
65. Total degrees of curvature in branch roads, . . . . .	-
66. Total length of straight line in main road, . . . . .	33 miles.
67. Total length of straight line in branches, . . . . .	1 6-10 miles.
68. Aggregate length of wooden truss bridges, . . . . .	1,309 feet.
69. Aggregate length of all other wooden bridges, . . . . .	548 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	Fenced by abutters.
72. Number of public ways crossed at grade, . . . . .	74
73. Number of railroads crossed at grade, . . . . .	{ 4; Western; P. H. & F., B. H. & Erie, 2 cross'gs.
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	3
76. Way stations for accommodation trains, . . . . .	18
77. Flag stations, . . . . .	2
78. Whole number of way stations, . . . . .	18
79. Whole number of flag stations, . . . . .	2

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	166,856	
81. Miles run by freight trains, . . . . .	213,292	
82. Miles run by other trains, . . . . .	11,316	
83. Total miles run, . . . . .		391,464
84. Number of passengers carried in the cars, . . . . .	341,015½	
85. Number of passengers carried one mile, . . . . .	7,060,924	
86. Number of tons of merchandise carried in the cars, . . . . .	217,942	
87. Number of tons of merchandise carried one mile, . . . . .	10,246,170	
88. Number of passengers carried one mile to and from other roads, . . . . .	2,676,163	
89. Number of tons carried one mile to and from other roads, . . . . .	2,807,665	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	30 miles.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	30 miles.	
92. Rate of speed adopted for accommodation trains, . . . . .	20 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	24 miles.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	8 miles.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	7,337,282	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	16,800 692	

## EXPENDITURES FOR WORKING THE ROAD.

93. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .	\$102,222 95	
99. For repairs of wooden bridges, . . . . .	4,396 82	
100. For wages of switchmen, average per month, . . . . .	\$284 13	
101. For wages of gate-keepers, average per month, . . . . .	33 70	
102. For wages of signal-men, average per month, . . . . .	198 04	
103. For wages of watchmen, average per month, . . . . .	345 55	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	-	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	809 11	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	89 93	
107. Total for maintenance of way, . . . . .	\$117,855 91	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$25,059 86	
109. For new locomotives, to cover depreciation, . . . . .	13,287 10	
110. For repairs of passenger cars, . . . . .	8,378 76	
111. For new passenger cars, to cover depreciation, . . . . .	4,375 31	
112. For repairs of merchandise cars, . . . . .	23,764 26	
113. For new merchandise cars, to cover depreciation, . . . . .	521 10	
114. For repairs of gravel and other cars, . . . . .	1,170 76	
115. Total for maintenance of motive power and cars, . . . . .	\$76,557 15	
116. Number of engines, . . . . .	20	

117. Number of passenger cars, . . . . .	20	
118. Number of baggage cars, . . . . .	-	-
119. Number of merchandise cars, . . . . .	494	
120. Number of gravel cars, . . . . .	-	-

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, . . . Cost of the same, . . . . .	\$40,911 31	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of same, . . . . .	25,239 10	
122. For oil used by cars and engines, . . . . .	5,980 57	
123. For waste and other material for cleaning, . . . . .	1,268 07	
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .	28,409 99	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .	78,854 52	
126. For gratuities and damages, . . . . .	3,727 79	
127. For taxes and insurance, . . . . .	36,486 09	
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	9,784 53	
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	37,877 17	
135. Total miscellaneous, . . . . .		\$268,489 14
136. Total expenditures for working the road, . . . . .		462,902 20
137. Total amount of interest paid during the year, . . . . .	41,342 12	
[Total expenses and interest,] . . . . .	604,244 32	

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$176,972 57	
2. To and from other roads, specifying what, . . . . .		
[Boston and Worcester, Worcester and Nashua, and Providence, Hartford and Fishkill,] . . . . .	53,523 27	\$230,495 84
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co., . . . . .	301,017 83	
2. To and from other connecting roads, . . . . .		
[Boston and Worcester, Worcester and Nashua, and Providence, Hartford and Fishkill,] . . . . .	131,245 74	432,863 57
140. U. S. mails, . . . . .		8,081 00
141. Rents, [\$931.27, and other income, \$12,555.97,] . . . . .		13,487 24
142. Total income, . . . . .		684,877 66
143. Net earnings, after deducting expenses, [and interest,] . . . . .	180,633 33	

DIVIDENDS.		
144. 6 per cent. Total, [and taxes, \$148,261.35; bad debt, \$267.95,]		\$148,529 30
145. Surplus not divided, . . . . .	\$220,203 60	
146. Surplus last year, [\$180,633.33, premium,]	180,683 33	
147. Total surplus, . . . . .		252,367 63
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges, . . . . .	—	—
149. Buildings, . . . . .	—	—
150. Engines and cars, . . . . .	—	—
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corpora- tion, per last report, . . . . .	\$629,500 00	
152. Mortgage debt paid since last report, . . . . .	20,500 00	
153. Increase of mortgage debt since last report, . . . . .	—	—
154. Present amount of mortgage debts, . . . . .	609,000 00	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	Three.	

## ACCIDENTS.

*February 13, 1868.*—A boy named J. B. Wilson got on express freight at Worcester Junction, was thrown off, and so badly injured that he died in about three quarters of an hour. Coroner's jury rendered verdict exonerating the employes of road from all blame.

*April 17.*—Gilbert Lavine, brakeman, broke his arm while coupling cars at Worcester.

*May 9.*—Way freight train down struck a child lying across the track at Greenville, knocking it from the track. Injuries slight.

*May 19.*—The body of a man named Patrick Brennan was found above Preston Bridge, probably run over by up boat train. Jury found that he had been murdered and thrown on track.

*July 6.*—Patrick Curran was discovered lying near the track as third passenger train down was approaching Dayville, and before the train could be stopped the cow-catcher struck him on the head, injuring him so severely that he died the next day.

*July 15.*—Charles Thwing, a boy about seven years old, had his leg crushed so as to render amputation necessary, by falling between two cars attached to switching engine at Worcester. He was riding there without the knowledge of the men in charge.

*August 7.*—Michael Newman got upon a car above the crossing at Webster, to examine a fire-engine, and while trying to get off after the train had started, he fell, and three cars passed over his leg, which was afterwards amputated. He died on the morning of the 8th.

*August 12.*—Jerry Mahoney was killed by down boat train near the ice-houses of Greenville. Probably walking on the track.

*September 5.*—Charles L. Tracy, a brakeman, while coupling cars at brick yard, was jammed, and so badly injured that death ensued on the following Sunday.

*September 10.*—John Fogerty, while crossing the track on Worcester Common, was killed by boat train from Boston.

September 30.—Captain F. S. Harrington was killed by falling from top of freight car at Wauregan. Nine cars passed over him.

All of which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts and the State of Connecticut, as required by law.

A. F. SMITH,  
A. BREWSTER,  
LORENZO BLACKSTONE,  
CHARLES JOHNSON,  
FRANKLIN NICHOLS,  
JNO. T. WAIT,  
MOSES PIERCE,  
JNO. F. SLATER,

*Directors of the Norwich and Worcester Railroad Corporation.*

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STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. NORWICH, 31st December, 1868. Then and there personally appeared A. F. Smith, A. Brewster, Lorenzo Blackstone, Charles Johnson, Franklin Nichols, Jno. T. Wait, Moses Pierce and Jno. F. Slater, who signed the above, and made oath to the truth of the same according to the best of their knowledge and belief.

Before me,

GEO. C. RIPLEY,

*Justice of the Peace for New London County.*

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COMMISSIONERS' THIRTY-THIRD ANNUAL REPORT, TO NOVEMBER, 30th, 1868.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditure of the road, and to decide what portion of said expenditures are to be charged to the different sections of the road, report that on the second day of January, 1869, we examined the accounts of said company, up to the 30th of November, 1868, and found that there had been expended for the road in Connecticut, to the 30th of November, 1868, the sum of . . . . . \$1,840,597 60

That there had been expended in Massachusetts, to the 30th of November, 1868, the sum of . . . . . 773,096 61

Making the whole cost of road, to November 30th, 1868, . . . . \$2,613,694 21

They further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter.

That the receipts of the company, for twelve months ending November 30th, 1868, were . . . . . \$684,877 65

152      NORWICH AND WORCESTER RAILROAD.      [Jan.

Expenditures for repairs of road, cars, bridges, locomotives, station-houses, new locomotives, new cars, fuel, passenger and freight expenses, &c., . . . . .		\$462,902 20
		<hr/>
From which deduct interest, . . . . .		\$221,975 45
		<hr/>
Leaving net, after paying expenses and interest, . . . . .		41,342 12
		<hr/>
Of which we have set to Massachusetts one-third, . . . . .		\$180,633 33
to Connecticut, two-thirds, . . . . .		\$60,211 11
		<hr/>
		120,422 22
		<hr/>
		\$180,633 33

All of which is respectfully submitted.

CHARLES L. PUTNAM,  
*Commissioner for the State of Massachusetts.*

*Commissioner for the State of Connecticut.*

## REPORT

OF THE

## OLD COLONY AND NEWPORT RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$5,000,000 00
2. Number of shares of capital stock issued, [per last report,] . . . . .	48,489
3. Increase of capital since last report, . . . . .	\$951 00
4. Capital paid in, per last report, . . . . .	4,848,320 00
5. Capital paid in since last report, . . . . .	95,100 00
6. Total amount of capital stock paid in, . . . . .	4,943,420 00
7. Funded debt, per last report, . . . . .	2,870,000 00
8. Funded debt paid since last report, . . . . .	—
9. Funded debt, increase of, since last report, . . . . .	161,000 00
10. Total present amount of funded debt, . . . . .	3,021,000 00
11. Floating debt, per last report, . . . . .	128,000 00
12. Floating debt paid since last report, . . . . .	67,600 00
13. Floating debt, increase of, since last report, . . . . .	—
14. Total present amount of floating debt, . . . . .	61,000 00
15. Total present amount of funded and floating debt, [Bills receivable and other personal assets on hand, \$427,363.67,] . . . . .	3,082,000 00
16. Average rate of interest per annum paid during the year, . . . . .	About 6½ per cent.
17. Maximum amount of debts during the year, . . . . .	3,082,000 00

## COST OF ROAD AND EQUIPMENT.

[For cost of Abington Branch, per last report,]	\$129,098 87
18. For graduation and masonry, per last report, . . . . .	\$1,512,551 30
19. For graduation and masonry paid during the past year, . . . . .	65,241 11
20. Total am't expended for graduation and masonry, . . . . .	1,577,792 41
21. For wooden bridges, per last report, . . . . .	306,521 21
22. For wooden bridges paid during the past year, . . . . .	5,386 14
23. Total amount expended for wooden bridges, . . . . .	311,907 35
24. Total amount expended for iron bridges, (if any,) . . . . .	—
25. For superstructure, including iron, per last report, . . . . .	1,439,000 10
26. For superstructure, including iron, paid during the past year, . . . . .	18,714 98
27. Total amount expended for superstructure, including iron, . . . . .	\$1,457,715 08
28. For stations, buildings and fixtures, per last report, . . . . .	923,915 26
29. For stations, buildings and fixtures paid during the past year, . . . . .	263,743 11
30. Total amount expended for stations, buildings and fixtures, . . . . .	1,187,658 37
31. For land, land-damages and fences, per last report, . . . . .	1,324,135 90



32. For land, land-damages and fences paid during the past year, . . . . .	\$533,490 58	
33. Total amount expended for land, land-damages and fences, . . . . .		\$1,857,626 48
34. For locomotives, per last report, . . . . .	243,259 80	
35. For locomotives paid during the past year, . . . . .	8,750 00	
36. Total amount expended for locomotives, . . . . .		252,009 80
37. For passenger and baggage cars, per last report, . . . . .	134,881 23	
38. For passenger and baggage cars paid during the past year, . . . . .	11,260 81	
39. Total amount expended for passenger and baggage cars, . . . . .		146,142 04
40. For merchandise cars, per last report, . . . . .	218,664 64	
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		218,664 64
43. For engineering, per last report, . . . . .	434,237 50	
44. For engineering paid during the past year, . . . . .	5,129 09	
45. Total amount expended for engineering, . . . . .		433,366 59
46. For agencies and other expenses, per last report, . . . . .	116,579 31	
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .		116,579 31
49. Total cost of road and equipment, . . . . .	7,604,560 94	
[Construction accounts to be charged with] . . . . .	91,737 88	
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-	7,786,298 53

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	130½ miles.
52. Length of single main track, . . . . .	117½ miles.
53. Length of double main track, . . . . .	12½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	10½ miles—single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	30½ miles.
56. Weight of rail, per yard, in main road, . . . . .	64 to 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	60 to 56 lbs.
58. Maximum grade, with its length, in main road, . . . . .	44 85-100 for 400 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	39 6-10 for 875 feet.
60. Total rise and fall in main road, . . . . .	2,392 feet.
61. Total rise and fall in branch roads, . . . . .	198 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	520 feet for 420 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	301 feet for 140 feet.
64. Total degrees of curvature in main road, . . . . .	2,642°
65. Total degrees of curvature in branch roads, . . . . .	242°
66. Total length of straight line in main road, . . . . .	98 miles, 1,992 feet.
67. Total length of straight line in branches, . . . . .	7 miles, 909 feet.
68. Aggregate length of wooden truss bridges, . . . . .	464 feet.
69. Aggregate length of all other wooden bridges, . . . . .	4,632 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	About 11 miles.
72. Number of public ways crossed at grade, . . . . .	120
73. Number of railroads crossed at grade, . . . . .	One crossed twice.
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	5
76. Way stations for accommodation trains, . . . . .	53
77. Flag stations, . . . . .	12
78. Whole number of way stations, . . . . .	53
79. Whole number of flag stations, . . . . .	12

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	593,894	
81. Miles run by freight trains, . . . . .	237,762	
82. Miles run by other trains, . . . . .	38,205	
83. Total miles run, . . . . .		869,861
84. Number of passengers carried in the cars, . . . .	2,258,873	
85. Number of passengers carried one mile, . . . .	35,449,422	
86. Number of tons of merchandise carried in the cars, .	235,176	
87. Number of tons of merchandise carried one mile, .	10,644,258	
88. Number of passengers carried one mile, to and from other roads, . . . . .	13,154,544	
89. Number of tons carried one mile, to and from other roads, . . . . .	5,186,748	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	33 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, .	33 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . .	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . .	14,779,209	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .	16,759,677	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$139,962 39	
99. For repairs of wooden bridges, . . . . .	5,460 33	
100. For wages of switchmen, average per month, . . . . .	\$45 55	9,835 49
101. For wages of gate-keepers, average per month, . . . . .	44 30	6,316 94
102. For wages of signal-men, average per month, . . . . .	31 66	4,179 69
103. For wages of watchmen, average per month, . . . . .	47 00	7,896 93
104. Number of men employed, exclusive of those engaged in construction, . . . . .		616
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .		3,788 19
106. For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses, . . . .		4,976 49
107. Total for maintenance of way, . . . . .		\$181,416 45

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$42,270 52	
109. For new locomotives, to cover depreciation, . .	7,832 19	
110. For repairs of passenger cars, . . . . .	33,054 29	
111. For new passenger cars, to cover depreciation, .	-	-
112. For repairs of merchandise cars, . . . . .	12,376 89	
113. For new merchandise cars, to cover depreciation, .	-	-
114. For repairs of gravel and other cars, . . . . .	3,263 54	
115. Total for maintenance of motive power and cars, .		\$98,797 43
116. Number of engines, . . . . .	35	
117. Number of passenger cars, . . . . .	62	
118. Number of baggage cars, . . . . .	18	

119. Number of merchandise cars, . . . . .	{ 351 8-wh., 36 4-wh.=738 4-wh. 90
120. Number of gravel cars, . . . . .	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 1,616. Cost of the same, . . . . .	\$8,764	80
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 12,322. Cost of the same, . . . . .	101,935	39
122. For oil used by cars and engines, . . . . .	13,796	22
123. For waste and other material for cleaning, . . . . .	2,842	82
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	105,901	75
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	105,790	39
126. For gratuities and damages, . . . . .	2,301	44
127. For taxes and insurance, . . . . .	27,238	46
128. For ferries, . . . . .	—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	27,392	09
130. For renewals of iron, including laying down, . . . . .	37,443	30
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	—	—
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	51,451	60
135. Total miscellaneous, . . . . .		\$484,858 26
136. Total expenditures for working the road, . . . . .		765,072 14
137. Total amount of interest paid during the year, [On bonded debt and bills payable, being balance of int. account,] . . . . .	—	—
[Government tax,] . . . . .	19,595	84
[State tax,] . . . . .	85,722	79
	984,900	03

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company, . . . . .	\$769,911	17
2. To and from other roads, specifying what, . . . . .	—	—
139. For Freight :—		
1. On main road and branches owned by company, . . . . .	429,784	05
2. To and from other connecting roads, . . . . .	—	—
140. U. S. mails, . . . . .	26,362	24
141. Rents, [and expresses,] . . . . .	66,336	26
[Miscellaneous sources, extra baggage, &c.] . . . . .	3,647	97
142. Total income, . . . . .		\$1,295,041 69
143. Net earnings, after deducting expenses, . . . . .	310,141	66

## DIVIDENDS.

144. 6 per cent. Total, . . . . .		\$309,219 48
145. Surplus not divided, . . . . .	—	—
146. Surplus last year, . . . . . [ \$255,781.90, ]	{ \$253,754 20	
[Charged off,] . . . . . 2,027.70, ]		
147. Total surplus, . . . . .		254,646 38

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**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,**  
**VIZ. :—**

148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

**MORTGAGE DEBTS.**

151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	-	-
152. Mortgage debt paid since last report, . . . . .	-	-
153. Increase of mortgage debt since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	-	-
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	-	-

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**ACCIDENTS.**

*March 31.*—Frank Sutton jumped from the steamboat train, when near Wollaston station, and was fatally injured. He was a deserter from the United States army, and in charge of an officer, from whom he escaped.

*April 13.*—Hugh McDonough, while walking upon the track in So. Boston, was struck by a train and fatally injured.

*May 6.*—Richard Bride, brakeman on gravel train, fell between the cars at the gravel pit at North Quincy, and was fatally injured.

*May 23.*—John Hillard, while crossing Somerset bridge, was struck by a freight train, and, falling into the river, was drowned.

*June 2.*—Otis Hollis, of Braintree, while walking on the track between Quincy and Quincy Adams stations, was struck by a passing train and killed.

*July 21.*—Chas. M. Seavy, of Dorchester, was fatally injured in the Boston depot by the 11.15 P. M. outward train. In company with a friend, he entered the lower end of the depot, and seeing the train moving slowly out, jumped over the fence between the tracks and fell directly before the engine.

*September 24.*—E. Dyer, in attempting to get upon a train while in motion, at the Bowenville depot in Fall River, fell under the wheels, receiving injuries that caused his death the same day.

*October 13.*—James Wall, about six years of age, in attempting to cross the track south of Dorchester Avenue in South Boston, before an approaching train, was struck and killed.

*October 17.*—E. O'Connor was fatally injured by a train while walking upon the track in So. Boston. He was walking toward the train upon the outward track, and crossed to the inward track within a few feet of the engine.

ONSLOW STEARNS,  
 URIEL CROCKER,  
 GEO. A. KETTELL,  
 FRANCIS B. HAYES,  
 MINOT TIRRELL,  
 JOHN S. BRAYTON,  
 SAM'L L. CROCKER,  
 OLIVER AMES,

*Directors of the Old Colony and Newport Railway Company.*

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**SUFFOLK, ss.** December 29, 1868. Then personally appeared Onslow Stearns, Uriel Crocker, Geo. A. Kettell, Francis B. Hayes, Minot Tirrell, John S. Brayton, Sam'l L. Crocker and Oliver Ames, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN M. WASHBURN, *Justice of the Peace.*

## REPORT

OF THE

## PITTSFIELD &amp; NORTH ADAMS RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1888.

1. Capital stock, . . . . .		\$500,000 00
2. Number of shares of capital stock issued, . . . . .	4,500	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	None.	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		450,000 00
7. Funded debt, per last report, . . . . .	None.	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .	None.	
11. Floating debt, per last report, . . . . .	None.	
12. Floating debt paid since last report, . . . . .	None.	
13. Floating debt, increase of, since last report, . . . . .	None.	
14. Total present amount of floating debt, . . . . .	None.	
15. Total present amount of funded and floating debt, . . . . .	None.	
16. Average rate of interest per annum paid during the year, . . . . .	None.	
17. Maximum amount of debts during the year, . . . . .	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$108,827 47	
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total am't expended for graduation and masonry, . . . . .		\$108,827 47
21. For wooden bridges, per last report, . . . . .	7,244 00	
22. For wooden bridges paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .		7,244 00
24. Total amount expended for iron bridges, (if any,) . . . . .		1,303 62
25. For superstructure, including iron, per last report, . . . . .	201,395 31	
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .		201,395 31
28. For stations, buildings and fixtures, per last report, . . . . .	29,311 33	
29. For stations, buildings and fixtures paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .		29,311 33
31. For land, land-damages and fences, per last report, . . . . .	63,742 95	
32. For land, land-damages and fences paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages and fences, . . . . .		\$63,742 95
34. For locomotives, per last report, . . . . .	\$7 000 00	-
35. For locomotives paid during the past year, . . . . .	-	7,000 00
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .	4,247 43	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		4,247 43
40. For merchandise cars, per last report, . . . . .	None.	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .	None.	
43. For engineering, per last report, . . . . .	20,605 56	
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		20,605 56
46. For agencies and other expenses, per last report, . . . . .	None.	
47. For agencies and other expenses paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .	None.	
49. Total cost of road and equipment, . . . . .		\$443,677 67
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	18 65-100 miles.
52. Length of single main track, . . . . .	18 65-100 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	1 42-100 miles.
56. Weight of rail, per yard, in main road, . . . . .	61 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	66 feet, 222 feet long.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	365 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	477½ feet, 722 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature, in main road, . . . . .	710°
65. Total degrees of curvature, in branch roads, . . . . .	None.
66. Total length of straight line, in main road, . . . . .	13 39-100 miles.
67. Total length of straight line, in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	364 feet.
69. Aggregate length of all other wooden bridges, . . . . .	None.
70. Aggregate length of iron bridges, . . . . .	30 feet.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	17
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	4
77. Flag stations, . . . . .	2
78. Whole number of way stations, . . . . .	6
79. Whole number of flag stations, . . . . .	2

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, . . . . .	}	53,972
81. Miles run by freight trains, . . . . .		-
82. Miles run by other trains, . . . . .		-
83. Total miles run, . . . . .		53,972
84. Number of passengers carried in the cars, . . . . .		106,503
85. Number of passengers carried one mile, . . . . .		1,228,808
86. Number of tons of merchandise carried in the cars, . . . . .		54,839
87. Number of tons of merchandise carried one mile, . . . . .		758,839
88. Number of passengers carried one mile, to and from other roads . . . . .		254,398
89. Number of tons carried one mile, to and from other roads, . . . . .		666,227
90. Rate of speed adopted for express passenger trains, including stops, . . . . .		-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .		-
92. Rate of speed adopted for accommodation trains, . . . . .		20 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .		20 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .		20 miles per hour.
95. Average rate of speed adopted for freight trains, including stops, . . . . .		20 miles per hour.
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .		599,000 tons.
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .		1,105,800 tons.
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .		\$10,511 51
99. For repairs of wooden bridges, . . . . .		450 00
100. For wages of switchmen, average per month, . . . . .	}	\$45 00
101. For wages of gate-keepers, average per month, . . . . .		45 00
102. For wages of signal-men, average per month, . . . . .		45 00
103. For wages of watchmen, average per month, . . . . .		45 00
104. Number of men employed, exclusive of those engaged in construction, . . . . .		30
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .		400 00
106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, . . . . .		801 01
107. Total for maintenance of way, . . . . .		\$12,162 52
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, . . . . .		\$10,794 40
109. For new locomotives, to cover depreciation, . . . . .		None.
110. For repairs of passenger cars, . . . . .		1,800 00
111. For new passenger cars, to cover depreciation, . . . . .		None.
112. For repairs of merchandise cars, . . . . .		5,200 00
113. For new merchandise cars, to cover depreciation, . . . . .		None.
114. For repairs of gravel and other cars, . . . . .		None.
115. Total for maintenance of motive power and cars, . . . . .		\$17,794 40
116. Number of engines, . . . . .	1	
117. Number of passenger cars, . . . . .	2	

118. Number of baggage cars, . . . . .	1
119. Number of merchandise cars, . . . . .	B. & Albany R. R. supply.
120. Number of gravel cars, . . . . .	None.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, No. of cords, 2,483. Cost of the same,	\$11,764 25
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . .	None.
122. For oil used by cars and engines, . . . . .	550 00
123. For waste and other material for cleaning, . . . . .	525 00
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	15,124 99
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	
126. For gratuities and damages, . . . . .	None.
127. For taxes and insurance, . . . . .	4,778 12
128. For ferries, . . . . .	None.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	1,595 16
130. For renewals of iron, including laying down, . . . . .	14,000 00
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	- -
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	Service performed by Boston and Albany R. R. Co.
135. Total miscellaneous, . . . . .	
136. Total expenditures for working the road, . . . . .	\$48,367 52
137. Total amount of interest paid during the year, . . . . .	78,324 44

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road, including branches owned by company, . . . . .	\$47,677 75
2. To and from other roads, specifying what, . . . . .	
139. For <i>Freight</i> :—	
1. On main road and branches owned by company, . . . . .	56,344 69
2. To and from other connecting roads, . . . . .	
140. United States mails, . . . . .	4,575 00
141. Rents, . . . . .	- -
142. Total income, . . . . .	\$108,597 44
143. Net earnings, after deducting expenses, . . . . .	30,273 00

## DIVIDENDS.

144. 6 per cent. Total, . . . . .	\$27,000 00
145. Surplus not divided, . . . . .	- -
146. Surplus last year, . . . . .	- -
147. Total surplus, [carried to Boston and Albany Railroad,] . . . . .	3,273 00

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	None.
149. Buildings, . . . . .	None.
150. Engines and cars, . . . . .	None.



MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	None.
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debts since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	None.
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.

#### ACCIDENT.

February 8, 1868.—A boy named Potter, about ten years old, was run over by freight cars at South Adams, and killed.

C. W. CHAPIN,  
JOSIAH STICKNEY,  
JAMES D. COLT,  
J. A. RUMRILL,  
IGNATIUS SARGENT,

*Directors of the Pittsfield and North Adams Railroad Corporation.*

SUFFOLK, ss. January 5, 1869. Then personally appeared C. W. Chapin, Josiah Stickney, James D. Colt and J. A. Rumrill, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

CHAS. E. STEVENS, *Justice of the Peace.*

SUFFOLK, ss. Then personally appeared Ignatius Sargent, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

WM. B. STEVENS, *Justice of the Peace.*

## REPORT

OF THE

## PROVIDENCE &amp; WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$1,900,000 00
2. Number of shares of capital stock issued, . . . . .	19,000
3. Increase of capital, since last report, . . . . .	\$100,000 00
4. Capital paid in, per last report, . . . . .	1,800,000 00
5. Capital paid in, since last report, . . . . .	100,000 00
6. Total amount of capital stock paid in, . . . . .	1,900,000 00
7. Funded debt, per last report, . . . . .	None.
8. Funded debt, paid since last report, . . . . .	None.
9. Funded debt, increase of, since last report, . . . . .	None.
10. Total present amount of funded debt, . . . . .	None.
11. Floating debt, per last report, . . . . .	5,000 00
12. Floating debt, paid since last report, . . . . .	None.
13. Floating debt, increase of, since last report, . . . . .	50,000 00
14. Total present amount of floating debt, . . . . .	55,000 00
15. Total present amount of funded and floating debt, . . . . .	55,000 00
16. Average rate of interest per annum, paid during the year, . . . . .	7 per cent.
17. Maximum amount of debts during the year, . . . . .	55,000 00
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	
19. For graduation and masonry, paid during the past year, . . . . .	
20. Total am't expended for graduation and masonry, . . . . .	
21. For wooden bridges, per last report, . . . . .	
22. For wooden bridges, paid during the past year, . . . . .	
23. Total amount expended for wooden bridges, . . . . .	
24. Total amount expended for iron bridges, (if any,) . . . . .	
25. For superstructure, including iron, per last report, . . . . .	
26. For superstructure, including iron, paid during the past year, . . . . .	
27. Total amount expended for superstructure, including iron, . . . . .	
28. For stations, buildings and fixtures, per last report, . . . . .	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	
30. Total amount expended for stations, buildings and fixtures, . . . . .	
31. For land, land-damages and fences, per last report, . . . . .	
32. For land, land-damages and fences, paid during the past year, . . . . .	
33. Total amount expended for land, land-damages and fences, . . . . .	

These items embraced in construction account; no separate accounts kept.

[Construction, per last report,]	\$1,461,948 71	
[Decrease during the past year by sales real estate,]	20,269 85	
[Total present amount of construction,]		\$1,441,678 86
34. For locomotives, per last report, . . . . .	138,890 35	
35. For locomotives paid during the past year, . . . . .	23,000 00	
36. Total amount expended for locomotives, . . . . .		161,890 35
37. For passenger and baggage cars, per last report, . . . . .	38,900 00	
38. For passenger and baggage cars paid during the past year, . . . . .	33,320 00	
39. Total amount expended for passenger and baggage cars, . . . . .		72,220 00
40. For merchandise cars, per last report, . . . . .	162,507 63	
41. For merchandise cars paid during the past year, . . . . .	50,200 00	
42. Total amount expended for merchandise cars, . . . . .		212,707 63
43. For engineering, per last report, . . . . .	} Embraced in construction account.	
44. For engineering paid during the past year, . . . . .		
45. Total amount expended for engineering, . . . . .		
46. For agencies and other expenses, per last report, . . . . .		None.
47. For agencies and other expenses paid during the past year, . . . . .		None.
48. Total amount expended for agencies and other expenses, . . . . .		None.
49. Total cost of road and equipment, . . . . .		1,888,496 84
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	89,929 18	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	43 41-100 miles.
52. Length of single main track, . . . . .	31 miles.
53. Length of double main track, . . . . .	12 41-100 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	1 mile single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	11 miles.
56. Weight of rail, per yard, in main road, . . . . .	66 to 63 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	60 pounds.
58. Maximum grade, with its length, in main road, . . . . .	27 ft. per mile for 4,300 ft.
59. Maximum grade, with its length, in branch roads, . . . . .	Not known.
60. Total rise and fall in main road, . . . . .	Rise, 526 feet; fall 56 feet.
61. Total rise and fall in branch roads, . . . . .	Not known.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	716 feet for 875 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	No curve.
64. Total degrees of curvature in main road, . . . . .	2,546° 30'
65. Total degrees of curvature in branch roads, . . . . .	No curve.
66. Total length of straight line in main road, . . . . .	30 miles.
67. Total length of straight line in branches, . . . . .	1 mile.
68. Aggregate length of wooden truss bridges, . . . . .	3,855 feet.
69. Aggregate length of all other wooden bridges, . . . . .	1,300 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	48
73. Number of railroads crossed at grade, . . . . .	1
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None run.
76. Way stations for accommodation trains, . . . . .	18
77. Flag stations, . . . . .	8
78. Whole number of way stations, . . . . .	18
79. Whole number of flag stations, . . . . .	3

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	161,380	
81. Miles run by freight trains, . . . . .	156,535	
82. Miles run by other trains, . . . . .	33,145	
83. Total miles run, . . . . .		351,060
84. Number of passengers carried in the cars, . . . . .	1,162,152	
85. Number of passenger carried one mile, . . . . .	10,423,316	
86. Number of tons of merchandise carried in the cars, . . . . .	332,760	
87. Number of tons of merchandise carried one mile, . . . . .	10,439,958	
88. Number of passengers carried one mile, to and from other roads, . . . . .	732,830	
89. Number of tons carried one mile, to and from other roads, . . . . .	4,650,598	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	None run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	None run.	
92. Rate of speed adopted for accommodation trains, . . . . .	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	4,386,800	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .	14,191,200	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$120,187 11	
99. For repairs of wooden bridges, . . . . .	6,104 03	
100. For wages of switchmen, average per month, . . . . .		Total, The duties of these men are mixed up with other duties as station laborers.
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .		
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, [exclusive of those engaged in construction, . . . . .	375	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	1,337 72	
107. Total for maintenance of way, . . . . .	\$127,628 86	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$37,800 00	
109. For new locomotives, to cover depreciation, . . . . .	None.	
110. For repairs of passenger cars, . . . . .	14,800 00	
111. For new passenger cars, to cover depreciation, . . . . .	6,400 00	
112. For repairs of merchandise cars, . . . . .	13,760 00	
113. For new merchandise cars, to cover depreciation, . . . . .	15,869 00	
114. For repairs of gravel and other cars, . . . . .	Included in merchandise cars.	
115. Total for maintenance of motive power and cars, . . . . .	\$88,600 00	

# 166 PROVIDENCE AND WORCESTER RAILROAD. [Jan.

116. Number of engines, . . . . .	21
117. Number of passenger cars, . . . . .	23
118. Number of baggage cars, . . . . .	4
119. Number of merchandise cars, . . . . .	302
120. Number of gravel cars, [coal,] . . . . .	450

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 640. Cost of the same,	\$3,520 00	\$53,688 23
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 6,614. Cost of same, . . .	50,168 28	
122. For oil used by cars and engines, . . . . .	7,126 88	
123. For waste and other material for cleaning, . . .	1,985 12	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	43,215 02	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	82,138 68	
126. For gratuities and damages, . . . . .	225 00	
127. For taxes and insurance, . . . . .	46,103 63	
128. For ferries, . . . . .	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	18,314 28	
130. For renewals of iron, including laying down, . . .	Included in road repairs.	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	63,364 99	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	29,627 29	
135. Total miscellaneous, . . . . .		346,789 13
136. Total expenditures for working the road, . . . . .	562,017 98	\$564,391 23
137. Total amount of interest paid during the year, . . . . .	2,373 25	

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road including branches owned by company, . . . . .	\$287,473 25	
2. To and from other roads, specifying what, . . . . .		
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, . . . . .	419,637 98	
2. To and from other connecting roads, . . . . .		
140. U. S. mails, . . . . .	5,157 50	
141. Rents, [\$4,793.71; Express, \$6,425.67,] . . . . .	11,219 28	
142. Total income, . . . . .		\$723,388 01
143. Net earnings, after deducting expenses, . . . . .	158,996 78	

## DIVIDENDS.

144. 8 per cent. Total, . . . . .		\$152,000 00
145. Surplus not divided, . . . . .	\$6,996 78	
146. Surplus last year, . . . . .	16,429 24	
147. Total surplus, . . . . .		23,426 02

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**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,**  
**Viz. :—**

148. Of road and bridges, . . . . .	} None.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

**MORTGAGE DEBTS.**

151. Amount of debt secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	None.
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	None.
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.

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**ACCIDENTS.**

*May 25, 1868.*—John Dougan, an employé of the Social Manufacturing Co., in dumping coal cars at Woonsocket, fell under the cars, receiving injuries which proved fatal.

*July 11.*—John Young, Charles Gereaux and Charles Gereaux, Jr., while blasting at ledge near Woonsocket, were injured through their own carelessness. John Young and Charles Gereaux have died from the injuries.

*August 11.*—Nelson G. Cummings, freight conductor, in attempting to get upon his train, just starting from Providence, fell under the wheels, causing instant death.

*September 9.*—Thomas E. Gillen, brakeman, was knocked off a freight car by the bridge near Lonsdale, fell under the train, receiving fatal injuries.

*September 23.*—Mary Haley and Ellen Sullivan, in attempting to get upon the Waterford passenger train as it was leaving that station, fell under the cars and received injuries from which both died the next morning.

*October 20.*—Henry H. Beach, an employé, while walking on the track at the railroad wharf, Providence, was knocked down and run over by a coal car and killed.

*November 7.*—William F. McDonald, a boy, jumped from the Valley Falls passenger train while in motion, fell, and was killed by being run over by a passing freight train, near Pawtucket.

EARL P. MASON,  
 HENRY CHAPIN,  
 JNO. CARTER BROWN,  
 PAUL WHITIN,  
 HARVEY CHACE,  
 LYMAN A. COOK,  
 E. B. STODDARD,  
 G. L. SPENCER,  
 ISAAC H. SOUTHWICK,  
 JAMES Y. SMITH,

*Directors of the Providence and Worcester Railroad Corporation.*

## THE STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, SC. In the city of Providence, the eighteenth day of December, A. D. 1868, personally appeared before me, Earl P. Mason, Henry Chapin, John Carter Brown, Paul Whitin, Lyman A. Cook, E. B. Stoddard, Gideon L. Spencer, Isaac H. Southwick and James Y. Smith, and severally made oath, and Harvey Chace, who made affirmation, to the truth of the foregoing statement by them subscribed.

EDWIN METCALF, *Justice of the Peace.*

PROVIDENCE, December 18, 1868. The undersigned, Commissioners of the Providence and Worcester Railroad Company, having examined this report, believe it to be correct, and hereby approve the same.

HARTLEY WILLIAMS,

*Commissioner for Massachusetts.*

JOHN R. BARTLETT,

*Commissioner for Rhode Island.*

*Report of the Commissioners of the Providence and Worcester Railroad Company to the Legislatures of Massachusetts and Rhode Island.*

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office, in Providence, on the eighteenth day of December, 1868, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Rhode Island, and also what part is chargeable to that portion of the road lying in Massachusetts, and having examined the accounts of said Company, we find that the net expenditures for construction and equipment, to the thirtieth day of November, 1868, were . . . . . \$1,802,246 69

To which add, for purchase of new locomotives, cars, &c., . . . . . 106,520 00

\$1,902,766 69

From which deduct sale of real estate, . . . . . 20,269 85

\$1,888,496 84

Apportioned as follows, viz. :—

To Massachusetts, . . . . . \$907,709 37

To Rhode Island, . . . . . 980,787 47

The whole amount of receipts from November 30, 1867, to November 30, 1868, is as follows, viz. :—

Transportation of passengers, . . . . . \$287,473 25

Transportation of freight, . . . . . 419,537 98

Transportation of mails, . . . . . 5,157 50

Rents, . . . . . 4,793 71

Express, . . . . . 6,425 57

\$723,388 01

Expenses for maintaining and operating the road during the twelve months ending November 30, 1868 :—

Fuel, . . . . .	\$53,688 28
Oil, . . . . .	7,126 83
Maintenance of way, . . . . .	190,993 85
Repairs of cars, . . . . .	50,800 00
Repairs of locomotives, . . . . .	37,800 00
Passenger expenses, . . . . .	43,215 02
Freight expenses, . . . . .	82,138 68
Miscellaneous expenses, . . . . .	96,255 32
Interest, . . . . .	2,373 25
	<hr/>
	\$564,391 23
Net earnings, . . . . .	\$158,996 78
Which sum we apportion as follows, viz. :	
To Massachusetts, . . . . .	\$79,498 39
To Rhode Island, . . . . .	79,498 39

The Commissioners also find, on examination of the books of said Company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the Acts of said States creating the present Providence and Worcester Railroad Company.

HARTLEY WILLIAMS,  
*Commissioner for Massachusetts.*  
 JOHN R. BARTLETT,  
*Commissioner for Rhode Island.*



## REPORT

OF THE

## SALEM AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$100,000 00
2. Number of shares of capital stock issued, . . . . .	2,433	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$243,305 00	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		243,305 00
7. Funded debt, per last report, . . . . .	226,900 00	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .		226,900 00
11. Floating debt, per last report, . . . . .	486 99	
12. Floating debt paid since last report, . . . . .	None.	
13. Floating debt, increase of, since last report, . . . . .	125 86	
14. Total present amount of floating debt, . . . . .		612 85
15. Total present amount of funded and floating debt, . . . . .		227,512 85
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent. on bonds.	
17. Maximum amount of debts during the year, . . . . .	227,512 85	
[Surplus—contra,] . . . . .		139 31
		470,957 16
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	\$94,831 77	
19. For graduation and masonry, paid during the past year, . . . . .	Nothing.	
20. Total am't expended for graduation and masonry, . . . . .		\$94,831 77
21. For wooden bridges, per last report, . . . . .	3,139 15	
22. For wooden bridges paid during the past year, . . . . .	Nothing.	
23. Total amount expended for wooden bridges, . . . . .		3,139 15
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.	
25. For superstructure, including iron, per last report, . . . . .	123,801 18	
26. For superstructure, including iron paid during the past year, . . . . .	Nothing.	
27. Total amount expended for superstructure, including iron, . . . . .		123,801 18
28. For stations, buildings and fixtures, per last report, . . . . .	8,399 13	
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		8,399 13
31. For land, land-damages and fences, per last report, . . . . .	48,007 25	
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.	

33. Total amount expended for land, land-damages and fences, . . . . .		\$48,007 25
34. For locomotives, per last report, . . . . .	\$21,948 55	
35. For locomotives, paid during the past year, . . . . .	Nothing.	
36. Total amount expended for locomotives, . . . . .		21,948 55
37. For passenger and baggage cars, per last report, . . . . .	7,420 62	
38. For passenger and baggage cars, paid during the past year, . . . . .	Nothing.	
39. Total amount expended for passenger and baggage cars, . . . . .		7,420 62
40. For merchandise cars, per last report, . . . . .	53,174 22	
41. For merchandise cars, paid during the past year, . . . . .	Nothing.	
42. Total amount expended for merchandise cars, . . . . .		53,174 22
43. For engineering, per last report, . . . . .	6,927 57	
44. For engineering, paid during the past year, . . . . .	Nothing.	
45. Total amount expended for engineering, . . . . .		6,927 57
46. For agencies and other expenses, per last report, . . . . .	6,026 35	
47. For agencies and other expenses, paid during the past year, . . . . .	Nothing.	
48. Total amount expended for agencies and other expenses, . . . . .		6,026 35
[Discount on bonds, and miscellaneous,] . . . . .		95,293 05
49. Total cost of road and equipment, . . . . .		468,968 84
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .		1,988 32
		470,957 16
CHARACTERISTICS OF ROAD.		
51. Length of road, . . . . .	16.882 miles.	
52. Length of single main track, . . . . .	16.822 miles.	
53. Length of double main track, . . . . .	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	1.734 miles.	
56. Weight of rail, per yard, in main road, . . . . .	53 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.	
58. Maximum grade, with its length, in main road, . . . . .	28.68 for 3,380 feet.	
59. Maximum grade, with its length, in branch roads, . . . . .	None.	
60. Total rise and fall in main road, . . . . .	223.34 feet.	
61. Total rise and fall in branch roads, . . . . .	None.	
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,200 for 1,425 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.	
64. Total degrees of curvature in main road, . . . . .	395°	
65. Total degrees of curvature in branch roads, . . . . .	None.	
66. Total length of straight line in main road, . . . . .	13.368 miles.	
67. Total length of straight line in branches, . . . . .	None.	
68. Aggregate length of wooden truss bridges, . . . . .	121 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	None.	
70. Aggregate length of iron bridges, . . . . .	None.	
71. Whole length of road unfenced on both sides, . . . . .	{ All fenced or otherwise protected.	
72. Number of public ways crossed at grade, . . . . .	19	
73. Number of railroads crossed at grade, . . . . .	2	
74. Remarks, . . . . .	-	
75. Way stations for express trains, . . . . .	None.	
76. Way stations for accommodation trains, . . . . .	4	
77. Flag stations, . . . . .	6	
78. Whole number of way stations, . . . . .	4	
79. Whole number of flag stations, . . . . .	6	

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .

Operated by the Boston and Lowell Railroad Corporation, under a contract. A copy is annexed to the report of 1868.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

Paid by the Boston and Lowell Railroad Corporation.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .

Run by the Boston and Lowell Railroad Corporation.

3  
3

118. Number of baggage cars, . . . . .	1	
119. Number of merchandise cars, . . . . .	197	
120. Number of gravel cars, . . . . .	None.	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—	}	Operated by the Boston and Lowell Railroad Corporation.
1. Wood, number of cords, . . . . . Cost of the same, . . . . .		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . tons. Cost of the same, . . . . .	}	\$629 97
122. For oil used by cars and engines, . . . . .		
123. For waste and other material for cleaning, . . . . .	}	Operated by the Boston and Lowell Railroad Corporation.
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	}	\$118 24
126. For gratuities and damages, . . . . .		
127. For taxes and insurance, . . . . .	}	\$748 21
128. For ferries, . . . . .		
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	}	748 21
130. For renewals of iron, including laying down, . . . . .		
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	}	13,614 90
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	}	14,362 21
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		
135. Total miscellaneous, . . . . .		
136. Total expenditures for working the road, . . . . .		
137. Total amount of interest paid during the year, . . . . .		
[Total interest and expense,] . . . . .		
INCOME DURING THE YEAR.		
138. For Passengers :—	}	Operated by the Boston and Lowell Railroad Corporation, under a contract, who pay, per annum, \$17,500.00
1. On main road, including branches owned by company, . . . . .		
2. To and from other roads, specifying what, . . . . .	}	\$516 82
139. For Freight :—		
1. On main road and branches owned by Co., . . . . .	}	17,500 00
2. To and from other connecting roads, . . . . .		
40. U. S. mails, . . . . .	}	\$18,016 82
[Sundries,] . . . . .		
41. Rents, . . . . .	}	\$3,654 61
42. Total income, . . . . .		
43. Net earnings, after deducting expenses, . . . . .	}	\$3,406 20
DIVIDENDS.		
44. 1 2-3 per cent. Total, . . . . .	}	\$248 41
45. Surplus not divided, . . . . .		
46. Surplus last year, [deficit,] . . . . .	}	109 10
47. Total surplus, . . . . .		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
48. Of road and bridges, . . . . .	}	Road run and kept in repair by the Boston and Lowell Railroad Corporation.
49. Buildings, . . . . .		
50. Engines and cars, . . . . .	}	

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	\$226,900 00
152. Mortgage debt paid since last report, . . . . .	None.
153. Increase of mortgage debt since last report, . . . . .	None.
154. Present amount of mortgage debts, . . . . .	\$226,900 00
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	One.

F. B. CROWNINSHIELD,

H. HOSFORD,

J. G. ABBOT,

*Directors of the Boston and Lowell Railroad Corporation.*

SUFFOLK, ss. January 6, 1869. Then personally appeared F. B. Crowninshield, H. Hosford and J. G. Abbot, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN B. WINSLOW, *Justice of the Peace.*

## REPORT

OF THE

## SOUTH READING BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [authorized,] . . . . .	\$300,000 00
2. Number of shares of capital stock issued, . . . . .	2,088
3. Increase of capital since last report, . . . . .	None.
4. Capital paid in, per last report, . . . . .	\$209,532 73
5. Capital paid in since last report, . . . . .	Nothing.
6. Total amount of capital stock paid in, . . . . .	209,532 73
7. Funded debt, per last report, . . . . .	Nothing.
8. Funded debt paid since last report, . . . . .	Nothing.
9. Funded debt, increase of, since last report, . . . . .	Nothing.
10. Total present amount of funded debt, . . . . .	Nothing.
11. Floating debt, per last report, . . . . .	95,547 25
12. Floating debt paid since last report, . . . . .	Nothing.
13. Floating debt, increase of, since last report, . . . . .	Nothing.
14. Total present amount of floating debt, . . . . .	95,547 25
15. Total present amount of funded and floating debt, . . . . .	In No. 14.
16. Average rate of interest per annum, paid during the year, . . . . .	Nothing.
17. Maximum amount of debts during the year, . . . . .	In No. 14.
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$103,936 88
19. For graduation and masonry paid during the past year, . . . . .	Nothing.
20. Total am't expended for graduation and masonry, . . . . .	\$103,936 88
21. For wooden bridges, per last report, . . . . .	585 73
22. For wooden bridges paid during the past year, . . . . .	Nothing.
23. Total amount expended for wooden bridges, . . . . .	585 73
24. Total amount expended for iron bridges (if any,) . . . . .	None.
25. For superstructure, including iron, per last report, . . . . .	61,539 27
26. For superstructure, including iron, paid during the past year, . . . . .	Nothing.
27. Total amount expended for superstructure, including iron, . . . . .	61,539 27
28. For stations, buildings and fixtures, per last report, . . . . .	9,303 03
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.
30. Total amount expended for stations, buildings and fixtures, . . . . .	9,303 03
31. For land, land-damages and fences, per last report, . . . . .	50,507 80
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.

33. Total amount expended for land, land-damages, and fences, . . . . .		\$50,507 80
34. For locomotives, per last report, . . . . .	}	
35. For locomotives paid during the past year, . . . . .		
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .		
38. For passenger and baggage cars paid during the past year, . . . . .		
39. Total amount expended for passenger and baggage cars, . . . . .	}	Owms no equipment.
40. For merchandise cars, per last report, . . . . .		
41. For merchandise cars paid during the past year, . . . . .		
42. Total amount expended for merchandise cars, . . . . .		
43. For engineering, per last report, . . . . .		\$7,404 57
44. For engineering paid during the past year, . . . . .		Nothing.
45. Total amount expended for engineering, . . . . .		7,404 57
46. For agencies and other expenses, per last report, . . . . .		66,191 08
47. For agencies and other expenses, paid during the past year, . . . . .		Nothing.
48. Total amount expended for agencies and other expenses, . . . . .		66,191 08
49. Total cost of road and equipment, . . . . .		299,468 36
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .		Nothing.

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	8.15 miles.
52. Length of single main track, . . . . .	8.15 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	1,150 feet—single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	7,071 feet.
56. Weight of rail, per yard, in main road, . . . . .	60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	60 lbs.
58. Maximum grade, with its length, in main road, . . . . .	Length, 2,200 feet; 52.8 ft.
59. Maximum grade, with its length, in branch roads, . . . . .	Length, 900 feet; 40 feet.
60. Total rise and fall in main road, . . . . .	237.6 feet.
61. Total rise and fall in branch roads, . . . . .	5 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	425 feet; length, 290 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	350 feet; length, 100 feet.
64. Total degrees of curvature in main road, . . . . .	232° 15'
65. Total degrees of curvature in branch roads, . . . . .	86° 41'
66. Total length of straight line in main road, . . . . .	6.85 miles.
67. Total length of straight line in branches, . . . . .	578 feet.
68. Aggregate length of wooden truss bridges, . . . . .	326 feet.
69. Aggregate length of all other wooden bridges, . . . . .	None.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	12
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	Nothing.
75. Way stations for express trains, . . . . .	None run.
76. Way stations for accommodation trains, . . . . .	2
77. Flag stations, . . . . .	4
78. Whole number of way stations, . . . . .	2
79. Whole number of flag stations, . . . . .	4

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	25,040	
81. Miles run by freight trains, . . . . .	None run.	
82. Miles run by other trains, . . . . .	None run.	
83. Total miles run, . . . . .		25,040
84. Number of passengers carried in the cars, . . . . .	19,679	
85. Number of passengers carried one mile, . . . . .	141,386	
86. Number of tons of merchandise carried in the cars, . . . . .	20,160	
87. Number of tons of merchandise carried one mile, . . . . .	50,910	
88. Number of passengers carried one mile, to and from other roads, . . . . .	100,680	
89. Number of tons carried one mile, to and from other roads, . . . . .	50,910	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	None run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	None run.	
92. Rate of speed adopted for accommodation trains, . . . . .	21 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	None run.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	None run.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	23,564	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	40,728	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$1,965 88	
99. For repairs of wooden bridges, . . . . .	Nothing.	
100. For wages of switchmen, average per month, . . . . .	\$16 00	Total,
101. For wages of gate-keepers, average per month, . . . . .	8 66	
102. For wages of signal-men, average per month, . . . . .	39 00	
103. For wages of watchmen, average per month, . . . . .		
104. Number of men employed, exclusive of those engaged in construction, . . . . .	14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	Nothing.	
107. Total for maintenance of way, . . . . .	\$2,833 22	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$1,792 00	
109. For new locomotives, to cover depreciation, . . . . .	Nothing.	
110. For repairs of passenger cars, . . . . .	1,976 00	
111. For new passenger cars, to cover depreciation, . . . . .	Nothing.	
112. For repairs of merchandise cars, . . . . .	Nothing.	
113. For new merchandise cars, to cover depreciation, . . . . .	Nothing.	
114. For repairs of gravel and other cars, . . . . .	Nothing.	
115. Total for maintenance of motive power and cars, . . . . .	\$3,768 00	
116. Number of engines, . . . . .	} Owns no equipment.	
117. Number of passenger cars, . . . . .		
118. Number of baggage cars, . . . . .		



- |  |                      |
|--|----------------------|
| 119. Number of merchandise cars, . . . . . | } Owns no equipment. |
| 120. Number of gravel cars, . . . . .      |                      |

## MISCELLANEOUS.

- |   |          |             |
|---|----------|-------------|
| 121. For fuel used by engines during the year, viz. :—  |          |             |
| 1. Wood, number of cords, . . . . . Cost of the same, . . . . .   | Nothing. |             |
| 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton.) 242. Cost of same, . . . . .  |          | \$2,080 50  |
| 122. For oil used by cars and engines, [and] . . . . .  | }        | 222 80      |
| 123. For waste and other material for cleaning, . . . . .   |          |             |
| 124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .   |          | 8,747 47    |
| 125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .   | Nothing. |             |
| 126. For gratuities and damages, . . . . .  | Nothing. |             |
| 127. For taxes and insurance, . . . . .   | Nothing. |             |
| 128. For ferries, . . . . .   | Nothing. |             |
| 129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .  |          | 1,599 37    |
| 130. For renewals of iron, including laying down, . . . . .   | Nothing. |             |
| 131. For new iron laid down, deducting the value of old iron taken up, . . . . .  | Nothing. |             |
| 132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .  | Nothing. |             |
| 133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .  |          | 3,200 00    |
| 134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . . | Nothing. |             |
| 135. Total miscellaneous, . . . . .   |          | \$15,850 14 |
| 136. Total expenditures for working the road, . . . . .   |          | 22,451 36   |
| 137. Total amount of interest paid during the year, . . . . .   | Nothing. |             |

## INCOME DURING THE YEAR.

- |   |          |            |
|---|----------|------------|
| 138. For <i>Passengers</i> :—                                   |          |            |
| 1. On main road, including branches owned by company, . . . . . |          | \$1,704 68 |
| 2. To and from other roads specifying what, . . . . .           |          | 4,078 50   |
| 139. For <i>Freight</i> :—                                      |          |            |
| 1. On main road and branches owned by Co., . . . . .            |          | -          |
| 2. To and from other connecting roads, . . . . .                |          | 4,166 57   |
| 140. U. S. mails, . . . . .                                     | Nothing. |            |
| 141. Rents, . . . . .   | Nothing. |            |
| 142. Total income, [less U. S. tax, \$144.57,] . . . . .        |          | 9,949 75   |
| 143. Net earnings, after deducting expenses, . . . . .          | Nothing. | \$9,805 18 |
| [Loss,] . . . . .   |          | 12,646 18  |

## DIVIDENDS.

- |                                     |            |
|-------------------------------------|------------|
| 144. per cent. Total, . . . . .     | } Nothing. |
| 145. Surplus not divided, . . . . . |            |
| 146. Surplus last year, . . . . .   |            |
| 147. Total surplus, . . . . .       |            |

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
Viz. :—

- |                                     |            |
|-------------------------------------|------------|
| 148. Of road and bridges, . . . . . | } Nothing. |
| 149. Buildings, . . . . .           |            |
| 150. Engines and cars, . . . . .    |            |

**MORTGAGE DEBTS.**

151. Amount of debts, secured by mortgage of road and franchise or any property of the corporation, per last report, . . . . .	} Nothing.
152. Mortgage debt, paid since last report, . . . . .	
153. Increase of mortgage debt, since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	

GEORGE M. BROWNE,  
HENRY L. WILLIAMS,  
W. L. DWIGHT,  
F. HAVEN,  
N. THAYER,  
BENJ. E. BATES,

*Directors of the South Reading Branch Railroad Corporation.*

SUFFOLK, ss. December 22, 1868. Then personally appeared George M. Browne, Henry L. Williams, W. L. Dwight, F. Haven, N. Thayer and Benj. E. Bates, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

JOHN B. PARKER, *Justice of the Peace.*

## R E P O R T

OF THE

## SOUTH SHORE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$600,000 00
2. Number of shares of capital stock issued, . . . . .	10,000
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	\$259,685 00
5. Capital paid in since last report, . . . . .	-
6. Total amount of capital stock paid in, . . . . .	259,685 00
7. Funded debt, per last report, . . . . .	150,000 00
8. Funded debt paid since last report, . . . . .	-
9. Funded debt, increase of, since last report, . . . . .	-
10. Total present amount of funded debt, . . . . .	150,000 00
11. Floating debt, per last report, . . . . .	23,650 00
12. Floating debt paid since last report, . . . . .	6,035 84
13. Floating debt, increase of, since last report, . . . . .	-
14. Total present amount of floating debt, . . . . .	17,614 16
15. Total present amount of funded and floating debt, . . . . .	167,614 16
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.
17. Maximum amount of debts during the year, . . . . .	173,650 00
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . . . .	\$125,382 06
19. For graduation and masonry paid during the past year, . . . . .	-
20. Total am't expended for graduation and masonry, . . . . .	\$125,382 06
21. For wooden bridges, per last report, . . . . .	13,448 50
22. For wooden bridges, paid during the past year, . . . . .	-
23. Total amount expended for wooden bridges, . . . . .	13,448 50
24. Total amount expended for iron bridges (if any,) . . . . .	-
25. For superstructure, including iron, per last report, . . . . .	82,063 10
26. For superstructure, including iron, paid during the past year, . . . . .	-
27. Total amount expended for superstructure, including iron, . . . . .	82,063 10
28. For stations, buildings and fixtures, per last report, . . . . .	29,529 82
29. For stations, buildings and fixtures paid during the past year, . . . . .	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	29,529 82
31. For land, land-damages and fences, per last report, . . . . .	101,977 56
32. For land, land-damages and fences paid during the past year, . . . . .	-

33. Total amount expended for land, land-damages, and fences, . . . . .		\$101,977 56
34. For locomotives, per last report, . . . . .	\$15,600 50	-
35. For locomotives paid during the past year, . . . . .	-	15,600 50
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .	17,026 19	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		17,026 19
40. For merchandise cars, per last report, . . . . .	6,799 84	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .		6,799 84
43. For engineering, per last report, . . . . .	13,402 81	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .		13,402 81
46. For agencies and other expenses, per last report, . . . . .	96,363 08	-
47. For agencies and other expenses, paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .		96,363 08
49. Total cost of road and equipment, . . . . .		501,592 96
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	11 5-10 miles.	
52. Length of single main track, . . . . .	11 5-10 miles.	
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	10,377	
56. Weight of rail, per yard, in main road, . . . . .	52 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	34 25-100 ft. for 3½ miles.	
59. Maximum grade, with its length, in branch roads, . . . . .	-	-
60. Total rise and fall in main road, . . . . .	259 4-10 feet.	
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	447½ ft. for 697½ ft., at junction Old Colony and Newport Railway.	
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .		
64. Total degrees of curvature in main road, . . . . .	702° 42'	
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	7 8-10 miles.	
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	50 feet.	
69. Aggregate length of all other wooden bridges, . . . . .	1,176 feet.	
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	½ mile.	
72. Number of public ways crossed at grade, . . . . .	26	
73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	8	
77. Flag stations, . . . . .	2	
78. Whole number of way stations, . . . . .	8	
79. Whole number of flag stations, . . . . .	2	

DOINGS DURING THE YEAR.			
80. Miles run by passenger trains, . . . . .	41,609		
81. Miles run by freight trains, . . . . .	3,422		
82. Miles run by other trains, . . . . .	381		
83. Total miles run, . . . . .			46,312
84. Number of passengers carried in the cars, . . . . .	250,305		
85. Number of passengers carried one mile, . . . . .	2,002,440		
86. Number of tons of merchandise carried in the cars, . . . . .	5,351		
87. Number of tons of merchandise carried one mile, . . . . .	37,457		
88. Number of passengers carried one mile, to and from other roads, . . . . .	-	-	
89. Number of tons carried one mile, to and from other roads, . . . . .	-	-	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	-	-	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	-	-	
92. Rate of speed adopted for accommodation trains, . . . . .	22 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	22 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	-	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	15 miles per hour.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	-	-	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	-	-	
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$15,462 60		
99. For repairs of wooden bridges, . . . . .	672 82		
100. For wages of switchmen, average per month, . . . . .	Total,		
101. For wages of gate-keepers, average per month, . . . . .			
102. For wages of signal-men, average per month, . . . . .		39 00	
103. For wages of watchmen, average per month, . . . . .			
104. Number of men employed, exclusive of those engaged in construction, . . . . .	35		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	613 38		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	114 38		
107. Total for maintenance of way, . . . . .			\$16,863 18
MOTIVE POWER AND CARS.			
108. For repairs of locomotives, . . . . .	\$5,232 54		
109. For new locomotives, to cover depreciation, . . . . .	-	-	
110. For repairs of passenger cars, . . . . .	3,998 71		
111. For new passenger cars, to cover depreciation, . . . . .	-	-	
112. For repairs of merchandise cars, . . . . .	121 20		
113. For new merchandise cars, to cover depreciation, . . . . .	-	-	
114. For repairs of gravel and other cars, . . . . .	130 26		
115. Total for maintenance of motive power and cars, . . . . .			\$9,423 71
116. Number of engines, . . . . .	3		
117. Number of passenger cars, . . . . .	12		
118. Number of baggage cars, . . . . .	2		

119. Number of merchandise cars, . . . . .	8
120. Number of gravel cars, . . . . .	7

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, . . . . . Cost of the same,	}	\$6,757 27
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .		238 14
123. For waste and other material for cleaning, . . . . .		117 99
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .	}	13,687 02
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .		
126. For gratuities and damages, . . . . .		415 00
127. For taxes and insurance, . . . . .		3,559 45
128. For ferries, . . . . .		- -
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		3,987 82
130. For renewals of iron, including laying down, . . . . .	}	Included in 98.
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		- -
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .		- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		5,947 09
135. Total miscellaneous, . . . . .		\$34,709 78
136. Total expenditures for working the road, . . . . .		61,055 67
137. Total amount of interest paid during the year, . . . . .		9,000 00
		70,055 67

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$7,906 79	
2. To and from other roads, specifying what, . . . . .	60,470 67	
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co., . . . . .	903 26	
2. To and from other connecting roads, . . . . .	6,071 17	
140. U. S. mails, . . . . .	1,850 00	
141. Rents, . . . . .	315 00	
142. Total income, . . . . .		\$77,016 89
143. Net earnings, after deducting expenses, . . . . .	6,288 40	6,961 22

## DIVIDENDS.

144. 3 per cent. Total, . . . . .		\$7,500 00
145. Surplus not divided, . . . . .	None.	
146. Surplus last year, . . . . .	\$15,038 50	
147. Total surplus, . . . . .	-	-

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

## Viz. :—

148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

MORTGAGE DEBTS.	
161. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	\$150,000 00
162. Mortgage debt paid since last report, . . . . .	-
163. Increase of mortgage debt since last report, . . . . .	None.
164. Present amount of mortgage debts, . . . . .	-
165. Number of mortgages on road and franchise, or any property of the corporation, . . . . .	One.
[Present amount sinking fund applicable to the mortgage,] . . . . .	20,092 40

ONSLOW STEARNS,  
 URIEL CROCKER,  
 GEO. A. KETTELL,  
 JOHN W. LOUD,  
 FRANCIS B. HAYES,

*Directors of the South Shore Railroad Corporation.*

SUFFOLK, ss. December 24, 1868. Then personally appeared Onalow Stearns, Uriel Crocker, George A. Kettell, John W. Loud and Francis B. Hayes, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN S. BRAYTON, *Justice of the Peace.*

**STOCKBRIDGE & PITTSFIELD RAILROAD CORPORATION.**

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[For the Report of this Railroad, (not received at date of printing,) see end of this volume.]

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## R E P O R T

OF THE

## STONEHAM BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$35,000 00
2. Number of shares of capital stock issued, . . . . .	350	
3. Increase of capital since last report, . . . . .	-	-
4. Capital paid in, per last report, . . . . .	\$33,255 00	
5. Capital paid in since last report, . . . . .	-	-
6. Total amount of capital stock paid in, . . . . .		33,255 00
7. Funded debt, per last report, . . . . .	31,617 78	
8. Funded debt paid since last report, . . . . .	None.	
9. Funded debt, increase of, since last report, . . . . .	None.	
10. Total present amount of funded debt, . . . . .		31,617 78
11. Floating debt, per last report, . . . . .	23,119 67	
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	-	-
14. Total present amount of floating debt, . . . . .		23,119 67
15. Total present amount of funded and floating debt, . . . . .	-	
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.	
17. Maximum amount of debts during the year, . . . . .	-	-

## COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report, . . . . .	} Built by contract for \$48,047.07.	
19. For graduation and masonry paid during the past year, . . . . .		
20. Total am't expended for graduation and masonry, . . . . .		
21. For wooden bridges, per last report, . . . . .		
22. For wooden bridges paid during the past year, . . . . .		
23. Total amount expended for wooden bridges, . . . . .		
24. Total amount expended for iron bridges, (if any,) . . . . .		
25. For superstructure, including iron, per last report, . . . . .		
26. For superstructure, including iron, paid during the past year, . . . . .		
27. Total amount expended for superstructure, including iron, . . . . .		
28. For stations, buildings and fixtures, per last report, . . . . .	\$12,930 58	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .		12,930 58
31. For land, land-damages and fences, per last report, . . . . .	11,677 69	
32. For land, land-damages and fences, paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages, and fences, . . . . .		\$11,677 69
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .	-	-
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	\$1,704 58	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	1,704 58
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses paid during the past year, . . . . .	-	-
48. Total amount expended for agencies and other expenses, . . . . .	-	13,632 53
49. Total cost of road and equipment, . . . . .	-	-
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	2½ miles.	
52. Length of single main track, . . . . .	-	-
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	-	-
56. Weight of rail, per yard, in main road, . . . . .	-	-
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	80 feet, 500 feet.	-
59. Maximum grade, with its length, in branch roads, . . . . .	-	-
60. Total rise and fall in main road, . . . . .	-	-
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	715 feet, 300 feet.	-
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature, in main road, . . . . .	356°	-
65. Total degrees of curvature, in branch roads, . . . . .	-	-
66. Total length of straight line, in main road, . . . . .	-	-
67. Total length of straight line, in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	170 feet.	-
69. Aggregate length of all other wooden bridges, . . . . .	-	-
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	-	-
72. Number of public ways crossed at grade, . . . . .	9	-
73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	1	-
77. Flag stations, . . . . .	2	-
78. Whole number of way stations, . . . . .	-	-
79. Whole number of flag stations, . . . . .	-	-

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .

Leased to Boston and Lowell Railroad.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . . -
109. For new locomotives, to cover depreciation, . . . . . -
110. For repairs of passenger cars, . . . . . -
111. For new passenger cars, to cover depreciation, . . . . . -
112. For repairs of merchandise cars, . . . . . -
113. For new merchandise cars, to cover depreciation, . . . . . -
114. For repairs of gravel and other cars, . . . . . -
115. Total for maintenance of motive power and cars, . . . . . -
116. Number of engines, . . . . . -
117. Number of passenger cars, . . . . . -
118. Number of baggage cars, . . . . . -

119. Number of merchandise cars, . . . . .	-	-
120. Number of gravel cars, . . . . .	-	-
<b>MISCELLANEOUS.</b>		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . . . . . Cost of the same, . . . . .		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .		
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .		
126. For gratuities and damages, . . . . .		
127. For taxes and insurance, . . . . .		
128. For ferries, . . . . .		
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	Leased to Boston and Lowell Railroad.	
130. For renewals of iron, including laying down, . . . . .		
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		
135. Total miscellaneous, . . . . .		
136. Total expenditures for working the road, . . . . .		
137. Total amount of interest paid during the year, . . . . .		\$900 00
<b>INCOME DURING THE YEAR.</b>		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	-	-
2. To and from other roads, specifying what, . . . . .	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by Company, . . . . .	-	-
2. To and from other connecting roads, . . . . .	-	-
140. U. S. mails, . . . . .	-	-
141. Rents, [as per lease,] . . . . .	\$900 00	
142. Total income, . . . . .	-	-
143. Net earnings, after deducting expenses, . . . . .	-	-
<b>DIVIDENDS.</b>		
144. per cent. Total, . . . . .	-	-
145. Surplus not divided, . . . . .	-	-
146. Surplus last year, . . . . .	-	-
147. Total surplus, . . . . .	-	-
<b>ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—</b>		
148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the corporation, per last report, . . . . .	\$31,617 78	
152. Mortgage debt paid since last report, . . . . .	-	-
153. Increase of mortgage debt since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	31,617 78	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	-	-

F. B. CROWNINSHIELD,  
H. HOSFORD,  
J. G. ABBOT,

*Directors of the Boston and Lowell Railroad Corporation.*

SUFFOLK, ss. January 6, 1869. Then personally appeared F. B. Crowninshield, H. Hosford and J. G. Abbot, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN B. WINSLOW, *Justice of the Peace.*

## REPORT

OF THE

## STONY BROOK RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [by charter, \$300,000; by vote, \$275,000;]	[issued,]	\$267,300 00
2. Number of shares of capital stock issued,	2,673	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	\$267,300 00	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,	267,300 00	
7. Funded debt, per last report,	Nothing.	
8. Funded debt paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,	Nothing.	
11. Floating debt, per last report,	Nothing.	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,	Nothing.	
15. Total present amount of funded and floating debt,	Nothing.	
16. Average rate of interest per annum paid during the year,	Nothing.	
17. Maximum amount of debts during the year,	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$82,898 72	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total amount expended for graduation and masonry,	\$82,898 72	
21. For wooden bridges, per last report,	3,600 03	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,	3,600 03	
24. Total amount expended for iron bridges, (if any.)	Nothing.	
25. For superstructure, including iron, per last report,	118,197 05	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,	118,197 05	
28. For stations, buildings and fixtures, per last report,	11,462 51	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,	11,462 51	
31. For land, land-damages and fences, per last report,	25,654 84	
32. For land, land-damages and fences paid during the past year,	10 00	

33. Total amount expended for land, land-damages, and fences, . . . . .		\$25,664 84
34. For locomotives, per last report, . . . . .	}	
35. For locomotives paid during the past year, . . . . .		
36. Total amount expended for locomotives, . . . . .		
37. For passenger and baggage cars, per last report, . . . . .		
38. For passenger and baggage cars paid during the past year, . . . . .		Nothing.
39. Total amount expended for passenger and baggage cars, . . . . .	}	
40. For merchandise cars, per last report, . . . . .		
41. For merchandise cars paid during the past year, . . . . .		
42. Total amount expended for merchandise cars, . . . . .		
43. For engineering, per last report, . . . . .		\$8,249 72
44. For engineering paid during the past year, . . . . .		Nothing.
45. Total amount expended for engineering, . . . . .		8,249 72
46. For agencies and other expenses, per last report, . . . . .		17,320 70
47. For agencies and other expenses paid during the past year, . . . . .		Nothing.
48. Total amount expended for agencies and other expenses, . . . . .		17,320 70
49. Total cost of road and equipment, . . . . .		267,393 57
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .		Nothing.

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	13 16-100 miles.
52. Length of single main track, . . . . .	13 16-100 miles.
53. Length of double main track, . . . . .	Nothing.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	Nothing.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	4,949 feet.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	Nothing.
58. Maximum grade, with its length, in main road, . . . . .	39 61-100 ft. ; 1 36-100 mh.
59. Maximum grade, with its length in branch roads, . . . . .	Nothing.
60. Total rise and fall in main road, . . . . .	207 59-100 feet.
61. Total rise and fall in branch roads, . . . . .	Nothing.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	955 21-100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	Nothing.
64. Total degrees of curvature in main road, . . . . .	612°
65. Total degrees of curvature in branch roads, . . . . .	Nothing.
66. Total length of straight line in main road, . . . . .	8 59-100 miles.
67. Total length of straight line in branches, . . . . .	Nothing.
68. Aggregate length of wooden truss bridges, . . . . .	Nothing.
69. Aggregate length of all other wooden bridges, . . . . .	510 feet.
70. Aggregate length of iron bridges, . . . . .	Nothing.
71. Whole length of road unfenced on both sides, . . . . .	Nothing.
72. Number of public ways crossed at grade, . . . . .	13
73. Number of railroads crossed at grade, . . . . .	1
74. Remarks, . . . . .	Nothing.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	4
77. Flag stations, . . . . .	4
78. Whole number of way stations, . . . . .	4
79. Whole number of flag stations, . . . . .	4

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .

Operated by the Nashua and Lowell Railroad, under a contract, a copy of which accompanies this Report.

Reported by the Nashua and Lowell Railroad.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

Reported by the Nashua and Lowell Railroad.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .
119. Number of merchandise cars, . . . . .
120. Number of gravel cars, . . . . .

Reported by the Nashua and Lowell Railroad.



## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, . . . . . Cost of the same, \$		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .	Reported by the Nashua and Lowell Railroad.	
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .		
126. For gratuities and damages, . . . . .		
127. For taxes and insurance, . . . . .		\$3,459 79
128. For ferries, . . . . .		Nothing.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		Nothing.
130. For renewals of iron, including laying down, . . . . .		Nothing.
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		Nothing.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .		- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		343 09
135. Total miscellaneous, . . . . .		\$3,803 88
136. Total expenditures for working the road, . . . . .		-
137. Total amount of interest paid during the year, . . . . .		Nothing.

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	Reported by the Nashua and Lowell Railroad.	
2. To and from other roads, specifying what, . . . . .		
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co., . . . . .		
2. To and from other connecting roads, . . . . .		
140. U. S. mails, . . . . .		
141. Rents, . . . . .		\$19,773 08
142. Total income, . . . . .		\$19,773 08
143. Net earnings, after deducting expenses, . . . . .		15,970 20

## DIVIDENDS.

144. 5½ per cent. Total, [including U. S. tax of \$706.71,] . . . . .		\$15,407 21
145. Surplus not divided, . . . . .	562 99	
146. Surplus last year, . . . . .	563 69	
147. Total surplus, . . . . .		1,126 68

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

## VIZ. :

148. Of road and bridges, . . . . .	Nothing.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

---

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	} No debts.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

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F. B. CROWNINSHIELD,  
EDWARD SPALDING,  
HENRY SIGOURNEY,

*Directors of the Nashua and Lowell Railroad Corporation.*

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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 31, 1868. Then personally appeared Edward Spalding, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

THEODORE H. WOOD, *Justice of the Peace.*

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STATE OF MASSACHUSETTS.

SUFFOLK, ss. January 6, 1869. Then personally appeared F. B. Crowninshield and Henry Sigourney, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN B. WINSLOW, *Justice of the Peace.*

## REPORT

OF THE

## STOUGHTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$85,400 00
2. Number of shares of capital stock issued, . . . . .	254	
3. Increase of capital since last report, . . . . .	Nothing.	
4. Capital paid in, per last report, . . . . .	\$85,400 00	
5. Capital paid in since last report, . . . . .	Nothing.	
6. Total amount of capital stock paid in, . . . . .		85,400 00
7. Funded debt, per last report, . . . . .	} No debts.	
8. Funded debt paid since last report, . . . . .		
9. Funded debt, increase of, since last report, . . . . .		
10. Total present amount of funded debt, . . . . .		
11. Floating debt, per last report, . . . . .		
12. Floating debt paid since last report, . . . . .		
13. Floating debt, increase of, since last report, . . . . .		
14. Total present amount of floating debt, . . . . .		
15. Total present amount of funded and floating debt, . . . . .		
16. Average rate of interest per annum, paid during the year, . . . . .		
17. Maximum amount of debts during the year, . . . . .		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	\$38,401 98	
19. For graduation and masonry paid during the past year, . . . . .	Nothing.	
20. Total amount expended for graduation and masonry, . . . . .		\$38,401 98
21. For wooden bridges, per last report, . . . . .	1,770 06	
22. For wooden bridges paid during the past year, . . . . .	Nothing.	
23. Total amount expended for wooden bridges, . . . . .		1,770 06
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.	
25. For superstructure, including iron, per last report, . . . . .	34,407 33	
26. For superstructure, including iron, paid during the past year, . . . . .	942 32	
27. Total amount expended for superstructure, including iron, . . . . .		35,349 65
28. For stations, buildings and fixtures, per last report, . . . . .	15,140 81	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	297 45	
30. Total amount expended for stations, buildings and fixtures, . . . . .		15,438 26
31. For land, land-damages and fences, per last report, . . . . .	8,945 51	
32. For land, land-damages and fences, paid during the past year, . . . . .	Nothing.	

33. Total amount expended for land, land-damages and fences, . . . . .	8,945 51
34. For locomotives, per last report, . . . . .	} Operated by B. and P. Railroad Company.
35. For locomotives paid during the past year, . . . . .	
36. Total amount expended for locomotives, . . . . .	
37. For passenger and baggage cars, per last report, [dummy], . . . . .	
38. For passenger and baggage cars paid during the past year, [dummy], . . . . .	\$8,700 00
39. Total amount expended for passenger and baggage cars, [dummy], . . . . .	Nothing.
40. For merchandise cars, per last report, . . . . .	\$8,700 00
41. For merchandise cars paid during the past year, . . . . .	} No merchandise cars.
42. Total amount expended for merchandise cars, . . . . .	
43. For engineering, per last report, . . . . .	2,887 50
44. For engineering paid during the past year, . . . . .	Nothing.
45. Total amount expended for engineering, . . . . .	2,887 50
46. For agencies and other expenses, per last report, . . . . .	} Operated by B. and P. Railroad Company.
47. For agencies and other expenses paid during the past year, . . . . .	
48. Total amount expended for agencies and other expenses, . . . . .	
49. Total cost of road and equipment, . . . . .	
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	111,492 96
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## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	4 miles, 222 feet.
52. Length of single main track, . . . . .	4 miles, 222 feet.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	No branches.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	4,249 feet.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	No branches.
58. Maximum grade, with its length, in main road, . . . . .	46 feet per mile for 740 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	No branches.
60. Total rise and fall in main road, . . . . .	135 50-100 feet.
61. Total rise and fall in branch roads, . . . . .	No branches.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	} 1,080 ft. radius; length of curvature, 632 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	
64. Total degrees of curvature in main road, . . . . .	No branches.
65. Total degrees of curvature in branch roads, . . . . .	172°
66. Total length of straight line in main road, . . . . .	No branches.
67. Total length of straight line in branches, . . . . .	2 miles, 207 feet.
68. Aggregate length of wooden truss bridges, . . . . .	No branches.
69. Aggregate length of all other wooden bridges, . . . . .	50 feet 6 inches.
70. Aggregate length of iron bridges, . . . . .	No others.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	None except crossings.
73. Number of railroads crossed at grade, . . . . .	6
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	No accidents.
76. Way stations for accommodation trains, . . . . .	None.
77. Flag stations, . . . . .	8
78. Whole number of way stations, . . . . .	None.
79. Whole number of flag stations, . . . . .	3
	None.

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, }	[connected,]	}	5,024	
81. Miles run by freight trains, }		}		
82. Miles run by other trains, [dummy and horse car,]			5,008	
83. Total miles run, . . . . .				10,032
84. Number of passengers carried in the cars, . . . . .			90,204	
85. Number of passengers carried one mile, . . . . .			235,662	
86. Number of tons of merchandise carried in the cars, . . . . .			35,693.06	
87. Number of tons of merchandise carried one mile, . . . . .			62,870.09	
88. Number of passengers carried one mile, to and from other roads, . . . . .			184,850	
89. Number of tons carried one mile, to and from other roads, . . . . .			44,397.89	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .		} No express trains.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .				
92. Rate of speed adopted for accommodation trains, . . . . .			18 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .			18 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .			No special trains.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .			Pass. and freight connected.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .		} Cars furnished and operated principally by B. & P. R. Co. by contract.		
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .				

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .		} Done by B. & P. R. R. Co.		
99. For repairs of wooden bridges, . . . . .				
100. For wages of switchmen, average per month, . . . . .	\$			
101. For wages of gate-keepers, average per month, . . . . .				
102. For wages of signal-men, average per month, . . . . .				
103. For wages of watchmen, average per month, . . . . .				
104. Number of men employed, exclusive of those engaged in construction, . . . . .				
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .				
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .				
107. Total for maintenance of way, . . . . .				

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, [dummy,] . . . . .	\$829 98	
109. For new locomotives, to cover depreciation, . . . . .	Nothing.	
110. For repairs of passenger cars [including horse car,] . . . . .	528 34	
111. For new passenger cars, to cover depreciation, . . . . .	} Nothing.	
112. For repairs of merchandise cars, . . . . .		
113. For new merchandise cars, to cover depreciation, . . . . .		
114. For repairs of gravel and other cars, . . . . .		
115. Total for maintenance of motive power and cars, . . . . .		\$1,358 32
116. Number of engines, . . . . .	None.	
117. Number of passenger cars, . . . . .	8	
118. Number of baggage cars, . . . . .	None.	

119. Number of merchandise cars, . . . .	None.	
120. Number of gravel cars, . . . .	None.	
<b>MISCELLANEOUS.</b>		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, . . . . Cost of the same,	-	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 47.32. Cost of the same,	\$384 24	
122. For oil used by cars and engines, [dummy,]	51 63	
123. For waste and other material for cleaning,	6 48	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	-	-
125. For salaries, wages and incidental expenses, chargeable to freight department,	-	-
126. For gratuities and damages, . . . .	-	-
127. For taxes and insurance, . . . .	1,537 72	
128. For ferries, . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . .	208 19	
130. For renewals of iron, including laying down, . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . .	517 11	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [B. & P. R. R. Co.,]	4,328 96	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . .	1,133 08	
135. Total miscellaneous, . . . .		\$8,177 41
136. Total expenditures for working the road, . . .		9,535 73
137. Total amount of interest paid during the year,	Nothing.	
<b>INCOME DURING THE YEAR.</b>		
138. For Passengers :—		
1. On main road, including branches owned by company, . . . .	\$1,304 39	
2. To and from other roads, specifying what, [B. & P. R. R. Co.,] . . . .	7,490 43	
139. For Freight :—		
1. On main road and branches owned by company, . . . .	869 14	
2. To and from other connecting roads, . . . .	4,762 54	
140. U. S. mails, . . . .	370 00	
141. Rents, [and interest,] . . . .	599 40	
142. Total income, . . . .		\$15,395 80
143. Net earnings, after deducting expenses, . . .		5,860 17
<b>DIVIDENDS.</b>		
144. 6 per cent. Total, . . . .		\$5,124 00
145. Surplus not divided, . . . .	\$736 17	
146. Surplus last year, . . . .	4,876 10	
147. Total surplus, [\$5,612.27, less new sidings and monitor tops, \$3,689.75,] . . . .		1,922 52
<b>ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—</b>		
148. Of road and bridges, . . . .	} Nothing.	
149. Buildings, . . . .		
150. Engines and cars, . . . .		

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, . . . . .	} No debts.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	

NATH'L MORTON,  
F. W. LINCOLN,  
MARTIN WALES,

*Directors of the Stoughton Branch Railroad Corporation.*

NORFOLK, ss. December 24, 1868. Then personally appeared Nathaniel Morton and Martin Wales, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

JESSE HOLMES, *Justice of the Peace.*

## REPORT

OF THE

## TAUNTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$250,000 00
2. Number of shares of capital stock issued, . . . . .	2,500
3. Increase of capital since last report, . . . . .	None.
4. Capital paid in, per last report, . . . . .	\$250,000 00
5. Capital paid in since last report, . . . . .	None.
6. Total amount of capital stock paid in, . . . . .	250,000 00
7. Funded debt, per last report, . . . . .	} None.
8. Funded debt paid since last report, . . . . .	
9. Funded debt, increase of, since last report, . . . . .	
10. Total present amount of funded debt, . . . . .	} 4,291 90
11. Floating debt, per last report, . . . . .	
12. Floating debt paid since last report, . . . . .	
13. Floating debt, increase of, since last report, . . . . .	1,544 75
14. Total present amount of floating debt, . . . . .	5,836 65
15. Total present amount of funded and floating debt, . . . . .	5,836 65
16. Average rate of interest per annum paid during the year, . . . . .	6 per cent.
17. Maximum amount of debts during the year, . . . . .	16,563 17
<b>COST OF ROAD AND EQUIPMENT.</b>	
18. For graduation and masonry, per last report, . . . . .	\$89,855 38
19. For graduation and masonry paid during the past year, . . . . .	None.
20. Total am't expended for graduation and masonry, . . . . .	\$89,855 38
21. For wooden bridges, per last report, . . . . .	} None.
22. For wooden bridges paid during the past year, . . . . .	
23. Total amount expended for wooden bridges, . . . . .	
24. Total amount expended for iron bridges, (if any,) . . . . .	} 92,248 56
25. For superstructure, including iron, per last report, . . . . .	
26. For superstructure, including iron, paid during the past year, . . . . .	
27. Total amount expended for superstructure, including iron, . . . . .	92,248 56
28. For stations, buildings and fixtures, per last report, . . . . .	81,639 59
29. For stations, buildings and fixtures paid during the past year, . . . . .	None.
30. Total amount expended for stations, buildings and fixtures, . . . . .	81,639 59
31. For land, land-damages and fences, per last report, . . . . .	30,769 61
32. For land, land-damages and fences paid during the past year, . . . . .	None.
33. Total amount expended for land, land-damages, and fences, . . . . .	30,769 61



34. For locomotives, per last report, . . . . .	\$16,383 67	
35. For locomotives paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .		\$16,383 67
37. For passenger and baggage cars, per last report, . . . . .	9,421 66	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		9,421 66
40. For merchandise cars, per last report, . . . . .	13,922 15	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .		13,922 15
43. For engineering, per last report, . . . . .	13,539 27	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		13,539 27
46. For agencies and other expenses, per last report, . . . . .	None.	
47. For agencies and other expenses, paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .	None.	
49. Total cost of road and equipment, . . . . .	347,779 89	
[Charged off from depreciation,] . . . . .	97,779 89	
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	250,000 00
[Am't of assets or property held by the corporation, &c.,] . . . . .	48,645 62	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	11 1-10 miles.
52. Length of single main track, . . . . .	11 1-10 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	3,000 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	6,700 feet.
56. Weight of rail, per yard, in main road, . . . . .	58 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	57 lbs.
58. Maximum grade, with its length, in main road, . . . . .	29 feet in 3,000.
59. Maximum grade, with its length, in branch roads, . . . . .	35 ft. per mile; 400 feet.
60. Total rise and fall in main road, . . . . .	123 feet.
61. Total rise and fall in branch roads, . . . . .	9 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	800 feet in 1,000 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	250 feet in 300 feet.
64. Total degrees of curvature in main road, . . . . .	70°
65. Total degrees of curvature in branch roads, . . . . .	87° 45'
66. Total length of straight line in main road, . . . . .	11 miles.
67. Total length of straight line in branches, . . . . .	2,200 feet.
68. Aggregate length of wooden truss bridges, . . . . .	None.
69. Aggregate length of all other wooden bridges, . . . . .	None.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	900 feet.
72. Number of public ways crossed at grade, . . . . .	19
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	1
77. Flag stations, . . . . .	3
78. Whole number of way stations, . . . . .	1
79. Whole number of flag stations, . . . . .	3

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	82,873	
81. Miles run by freight trains, . . . . .	16,623	
82. Miles run by other trains, . . . . .	236	
83. Total miles run, . . . . .		49,232
84. Number of passengers carried in the cars, . . . . .	198,984	
85. Number of passengers carried one mile, . . . . .	2,093,502	
86. Number of tons of merchandise carried in the cars, . . . . .	67,491	1,410-2,000
87. Number of tons of merchandise carried one mile, . . . . .	733,615	879-2,000
88. Number of passengers carried one mile to and from other roads, . . . . .	1,921,566	
89. Number of tons carried one mile to and from other roads, . . . . .	716,510	979-2,000
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	} No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .		
92. Rate of speed adopted for accommodation trains, . . . . .		25 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .		25 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .		No special trains.
95. Average rate of speed adopted for freight trains, including stops, . . . . .		15 miles per hour.
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	1,476,000	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	3,762,000	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .	\$6,142 91	
99. For repairs of wooden bridges, . . . . .	None.	
100. For wages of switchmen, average per month, . . . . .	\$45 00	} Total,
101. For wages of gate-keepers, average per month, . . . . .	15 00	
102. For wages of signal-men, average per month, . . . . .	10 00	
103. For wages of watchmen, average per month, . . . . .	45 00	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	68	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	489 70	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	203 92	
107. Total for maintenance of way, . . . . .		\$9,793 86

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$4,713 44	
109. For new locomotives, to cover depreciation, . . . . .	3,173 04	
110. For repairs of passenger cars, . . . . .	4,630 92	
111. For new passenger cars, to cover depreciation, . . . . .	848 20	
112. For repairs of merchandise cars, . . . . .	2,087 92	
113. For new merchandise cars, to cover depreciation, . . . . .	5,349 69	
114. For repairs of gravel and other cars, . . . . .	None.	
115. Total for maintenance of motive power and cars, . . . . .		\$20,748 21
116. Number of engines, . . . . .	4	

117. Number of passenger cars, . . . . .	8
118. Number of baggage cars, . . . . .	5
119. Number of merchandise cars, . . . . .	92
120. Number of gravel cars, . . . . .	2

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 550. Cost of the same, . . . . .	}	\$11,833 55
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,056. Cost of same, . . . . .		
122. For oil used by cars and engines, . . . . .	}	1,524 67
123. For waste and other material for cleaning, . . . . .		
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .		10,979 93
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .		12,541 79
126. For gratuities and damages, . . . . .		478 84
127. For taxes and insurance, . . . . .		6,790 11
128. For ferries, . . . . .		None.
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .		2,521 07
130. For renewals of iron, including laying down, . . . . .	}	2,052 09
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .		103,389 35
[Boston and Providence R. R.,]		
133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .		None.
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .		8,205 47
135. Total miscellaneous, . . . . .		\$160,316 87
136. Total expenditures for working the road, . . . . .		190,858 94
137. Total amount of interest paid during the year, . . . . .		239 62

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company, . . . . .		\$5,738 37
2. To and from other roads, specifying what, . . . . .		124,388 51
139. For Freight :—		
1. On main road, and branches owned by Co., . . . . .		1,110 57
2. To and from other connecting roads, . . . . .		81,587 43
140. U. S. mails, . . . . .		1,800 00
141. Rents, . . . . .		896 63
142. Total income, . . . . .		\$215,521 51
143. Net earnings, after deducting expenses, . . . . .		24,423 05

## DIVIDENDS.

144. 8 per cent. Total, . . . . .		\$21,052 63
145. Surplus not divided, . . . . .		\$3,370 43
146. Surplus last year, [\$29,847.05. Less for renewal of iron, \$1,234.82. Deduct sale of land, \$300.00=\$934.82.] . . . . .		28,912 23
147. Total surplus, . . . . .		32,282 66

## ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

VIZ.:—

148. Of road and bridges, . . . . .	} None.
149. Buildings, . . . . .	
150. Engines and cars, . . . . .	

## MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	

WILLARD LOVERING,  
N. H. EMMONS,  
THOMAS B. WALES,  
JAS. M. BEEBE,

*Directors of the Taunton Branch Railroad Corporation.*

SUFFOLK, ss. December 24, 1868. Then personally appeared Willard Lovering, N. H. Emmons, Thomas B. Wales and James M. Beebe, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

E. PICKERING, *Justice of the Peace.*

## REPORT

OF THE

## VERMONT AND MASSACHUSETTS R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, [including the Greenfield branch and Vermont portion,]	\$3,200,000 00
2. Number of shares of capital stock issued, . . .	28,606
3. Increase of capital since last report, . . .	Nothing.
4. Capital paid in, per last report, . . .	\$2,860,000 00
5. Capital paid in since last report, . . .	Nothing.
6. Total amount of capital stock paid in, . . .	2,860,000 00
7. Funded debt, per last report, . . .	550,345 00
8. Funded debt paid since last report, . . .	Nothing.
9. Funded debt, increase of, since last report, . . .	Nothing.
10. Total present amount of funded debt, . . .	550,345 00
11. Floating debt, per last report, [unclaimed dividends,]	2,827 50
12. Floating debt paid since last report, . . .	Nothing.
13. Floating debt, increase of, since last report, . . .	91 00
14. Total present amount of floating debt, [unclaimed dividends,]	\$2,918 50
15. Total present amount of funded and floating debt, . . .	553,263 50
16. Average rate of interest per annum paid during the year, . . .	Six per cent.
17. Maximum amount of debts during the year, . . .	563,172 50
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report, . . .	\$1,461,322 12
19. For graduation and masonry paid during the past year, . . .	Nothing.
20. Total am't expended for graduation and masonry, . . .	\$1,461,322 12
21. For wooden bridges, per last report, . . .	199,395 31
22. For wooden bridges paid during the past year, . . .	Nothing.
23. Total amount expended for wooden bridges, . . .	199,395 31
24. Total amount expended for iron bridges, (if any,) . . .	Nothing.
25. For superstructure, including iron, per last report, . . .	600,422 01
26. For superstructure, including iron, paid during the past year, . . .	Nothing.
27. Total amount expended for superstructure, including iron, . . .	600,422 01
28. For stations, buildings and fixtures, per last report, . . .	129,274 36
29. For stations, buildings and fixtures paid during the past year, . . .	Nothing.
30. Total amount expended for stations, buildings and fixtures, . . .	129,274 36
31. For land, land-damages and fences, per last report, . . .	178,763 75
32. For land, land-damages and fences paid during the past year, . . .	Nothing.

33. Total amount expended for land, land-damages and fences, . . . . .	\$178,762 75
34. For locomotives, per last report, . . . . .	\$95,638 62
35. For locomotives paid during the past year, . . . . .	Nothing.
36. Total amount expended for locomotives, . . . . .	95,638 62
37. For passenger and baggage cars, per last report, . . . . .	20,190 00
38. For passenger and baggage cars paid during the past year, . . . . .	Nothing.
39. Total amount expended for passenger and baggage cars, . . . . .	20,190 00
40. For merchandise cars, per last report, . . . . .	91,514 89
41. For merchandise cars paid during the past year, . . . . .	Nothing.
42. Total amount expended for merchandise cars, . . . . .	91,514 89
43. For engineering, per last report, . . . . .	56,872 04
44. For engineering paid during the past year, . . . . .	Nothing.
45. Total amount expended for engineering, . . . . .	56,872 04
46. For agencies and other expenses, per last report, . . . . .	385,441 33
47. For agencies and other expenses paid during the past year, . . . . .	Nothing.
48. Total amount expended for agencies and other expenses, . . . . .	385,441 33
[Charged to Greenfield Branch, in addition to the above,] . . . . .	
49. Total cost of road and equipment, . . . . .	248,495 08
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	3,466,429 51
[Viz, Cash, loans and sundry accounts, \$76,-894.91; \$29,000 Vt. and Mass. Railroad bonds, \$27,766.89; Sinking Fund, \$21,000.]	
	125,651 80

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	69 miles, 1,660 feet.
52. Length of single main track, . . . . .	69 miles, 1,660 feet.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the company, stating whether they have a single or double track; . . . . .	8 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	About 5½ miles.
56. Weight of rail, per yard, in main road, . . . . .	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	56 lbs.
58. Maximum grade, with its length, in main road, . . . . .	58 feet for 1 6-10 miles.
59. Maximum grade, with its length, in branch roads, . . . . .	45 feet for 3¼ miles.
60. Total rise and fall in main road, . . . . .	808 feet; fall, 990 feet.
61. Total rise and fall in branch roads, . . . . .	81 feet; fall, 168 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,000 feet for 1,900 feet, except at Grout's, where it is 924 feet for 1,200 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	1,000 feet for 400 feet.
64. Total degrees of curvature, in main road, . . . . .	3,314°.
65. Total degrees of curvature, in branch roads, . . . . .	607°.
66. Total length of straight line, in main road, . . . . .	27¼ miles.
67. Total length of straight line, in branches, . . . . .	3 9-10 miles.
68. Aggregate length of wooden truss bridges, . . . . .	6,738 feet.
69. Aggregate length of all other wooden bridges, . . . . .	300 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	84
73. Number of railroads crossed at grade, . . . . .	1

74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	No such trains.
76. Way stations for accommodation trains, . . . . .	21
77. Flag stations, . . . . .	7
78. Whole number of way stations, . . . . .	21
79. Whole number of flag stations, . . . . .	7

## DOINGS DURING THE YEAR.

[Including the portion of the Troy and Greenfield Railroad operated under lease from the Commonwealth.]

80. Miles run by passenger trains, . . . . .	137,169	
81. Miles run by freight trains, . . . . .	81,368	
82. Miles run by other trains, . . . . .	9,463	
83. Total miles run, . . . . .		227,990
84. Number of passengers carried in the cars, . . . . .	237,561	
85. Number of passengers carried one mile, . . . . .	4,414,382	
86. Number of tons of merchandise carried in the cars, . . . . .	192,743	682-1,000
87. Number of tons of merchandise carried one mile, . . . . .	3,667,670	578-1,000
88. Number of passengers carried one mile, to and from other roads . . . . .	2,348,084	
89. Number of tons carried one mile, to and from other roads, . . . . .	3,129,760	86-1,000
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No such trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	No such trains.	
92. Rate of speed adopted for accommodation trains, . . . . .	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .	4,866,614	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .	7,679,661	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$69,554 74	
99. For repairs of wooden bridges, . . . . .	6,465 63	
100. For wages of switchmen, average per month, . . . . .	\$50 00	Total,
101. For wages of gate-keepers, average per month, . . . . .	20 00	
102. For wages of signal-men, average per month, . . . . .	35 50	
103. For wages of watchmen, average per month, . . . . .	42 50	
104. Number of men employed, exclusive of those engaged in construction, . . . . .		307
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	3,212 12	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	719 58	
107. Total for maintenance of way, . . . . .	87,166 98	

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$20,934 04	
109. For new locomotives, to cover depreciation, . . . . .	22,500 00	
110. For repairs of passenger cars, . . . . .	17,436 68	
111. For new passenger cars, to cover depreciation, . . . . .	None.	
112. For repairs of merchandise cars, . . . . .	25,224 09	
113. For new merchandise cars, to cover depreciation, . . . . .	None.	
114. For repairs of gravel and other cars, . . . . .	489 46	
115. Total for maintenance of motive power and cars, . . . . .		86,584 27
116. Number of engines, . . . . .	13	
117. Number of passenger cars, . . . . .	12	
118. Number of baggage cars, . . . . .	7	
119. Number of merchandise cars, . . . . .	180	
120. Number of gravel cars, . . . . .	None.	

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 7,685. Cost of the same, . . . . .	\$37,829 36	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . .	-	-
122. For oil used by cars and engines, . . . . .	2,832 62	
123. For waste and other material for cleaning, . . . . .	1,075 81	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	41,514 86	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	40,447 70	
126. For gratuities and damages, . . . . .	1,890 68	
127. For taxes and insurance, . . . . .	25,614 41	
128. For ferries, [none; repairs of tools,] . . . . .	1,060 83	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	10,691 79	
130. For renewals of iron, including laying down, . . . . .	} 35,411 06	
131. For new iron laid down, deducting the value of old iron taken up, . . . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Commonwealth of Massachusetts for use of Troy and Greenfield Railroad,] . . . . .	15,000 00	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . . [Connecticut River Railroad,] . . . . .	1,500 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	20,398 13	
135. Total miscellaneous, . . . . .		\$235,266 65
136. Total expenditures for working the road, . . . . .		409,016 90
137. Total amount of interest paid during the year, . . . . .		29,956 24

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company, . . . . .	\$76,493 32 }	\$173,497 36
2. To and from other roads, specifying what,* . . . . .	97,004 04 }	
139. For Freight :—		
1. On main road and branches owned by Co., . . . . .	77,075 29 }	269,005 40
2. To and from other connecting roads,† . . . . .	191,930 11 }	

\* Fitchburg, New London Northern, Rutland and Burlington, Cheshire, Stony Brook and Ashuelot Railroads.

† Fitchburg, New London Northern, Rutland and Burlington, Fitchburg and Worcester, Boston, Clinton and Fitchburg, and Connecticut River and Ashuelot Railroads.



140. United States mails, [\$6,000.00; tolls, \$932.63.]	\$6,932 63	
141. Rents, [\$48,589.72; expresses, \$9,400; miscellaneous, \$672.06.]	58,661 78	
142. Total income,		\$508,097 17
143. Net earnings, after deducting expenses, [and interest,]		69,124 03
DIVIDENDS.		
144. 1½ per cent. Total, [and U. S. tax,]		\$45,157 90
145. Surplus not divided,	Nothing.	
146. Surplus last year, [no surplus carried to dividends.]	-	-
147. Total surplus, [no surplus carried to dividends.]	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges,	Nothing.	
149. Buildings,	Nothing.	
150. Engines and cars,	Nothing.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$550,345 00	
152. Mortgage debt paid since last report,	Nothing.	
153. Increase of mortgage debts since last report,	Nothing.	
154. Present amount of mortgage debts,	550,345 00	
155. Number of mortgages, on road and franchise or any property of the Corporation,	One.	

#### ACCIDENT.

November 13, 1868.—At gravel pit between Gardner and Templeton, Dennis Murphy of Gardner and Michael Moran of Fitchburg, at work in gravel pit, were killed by gravel slide. Coroner's jury rendered verdict, "An unavoidable accident."

DANIEL S. RICHARDSON,  
WILLIAM H. HILL,  
F. GOODHUE,  
GEO. F. FAY,  
JA'S A. DUPEE,

*Directors of the Vermont and Massachusetts Railroad Corporation.*

SUFFOLK, ss. December 30, 1868. Then personally appeared Daniel S. Richardson, William H. Hill, F. Goodhue, George F. Fay and James A. Dupee, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

P. E. TESCHEMACHER, *Justice of the Peace.*

## REPORT

OF THE

## WEST STOCKBRIDGE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$39,600 00
2. Number of shares of capital stock issued, . . . . .	396	
3. Increase of capital, since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$39,600 00	
5. Capital paid in, since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		39,600 00
7. Funded debt, per last report, . . . . .	}	The Corporation owes nothing.
8. Funded debt, paid since last report, . . . . .		
9. Funded debt, increase of, since last report, . . . . .		
10. Total present amount of funded debt, . . . . .		
11. Floating debt, per last report, . . . . .		
12. Floating debt, paid since last report, . . . . .	}	The Directors refer to former reports for the reasons why they cannot state the facts required.
13. Floating debt, increase of, since last report, . . . . .		
14. Total present amount of floating debt, . . . . .		
15. Total present amount of funded and floating debt, . . . . .		
16. Average rate of interest per annum, paid during the year, . . . . .		
17. Maximum amount of debts during the year, . . . . .		

## COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report, . . . . .	}	The Directors refer to former reports for the reasons why they cannot state the facts required.
19. For graduation and masonry, paid during the past year, . . . . .		
20. Total am't expended for graduation and masonry, . . . . .		
21. For wooden bridges, per last report, . . . . .		
22. For wooden bridges, paid during the past year, . . . . .		
23. Total amount expended for wooden bridges, . . . . .		
24. Total amount expended for iron bridges, (if any,) . . . . .		
25. For superstructure, including iron, per last report, . . . . .		
26. For superstructure, including iron, paid during the past year, . . . . .		
27. Total amount expended for superstructure, including iron, . . . . .		
28. For stations, buildings and fixtures, per last report, . . . . .		
29. For stations, buildings and fixtures, paid during the past year, . . . . .		
30. Total amount expended for stations, buildings and fixtures, . . . . .		
31. For land, land-damages and fences, per last report, . . . . .		
32. For land, land-damages and fences, paid during the past year, . . . . .		

33. Total amount expended for land, land-damages and fences, . . . . .
34. For locomotives, per last report, . . . . .
35. For locomotives paid during the past year, . . . . .
36. Total amount expended for locomotives, . . . . .
37. For passenger and baggage cars, per last report, . . . . .
38. For passenger and baggage cars paid during the past year, . . . . .
39. Total amount expended for passenger and baggage cars, . . . . .
40. For merchandise cars, per last report, . . . . .
41. For merchandise cars paid during the past year, . . . . .
42. Total amount expended for merchandise cars, . . . . .
43. For engineering, per last report, . . . . .
44. For engineering paid during the past year, . . . . .
45. Total amount expended for engineering, . . . . .
46. For agencies and other expenses, per last report, . . . . .
47. For agencies and other expenses paid during the past year, . . . . .
48. Total amount expended for agencies and other expenses, . . . . .
49. Total cost of road and equipment, . . . . .
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .

See preceding page.

## CHARACTERISTICS OF ROAD.

- |  |                  |   |
|--|------------------|---|
| 51. Length of road, . . . . .  | 2.75 miles.      |   |
| 52. Length of single main track, . . . . .   | 2.75 miles.      |   |
| 53. Length of double main track, . . . . .   | -                | - |
| 54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . . | -                | - |
| 55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .            | -                | - |
| 56. Weight of rail, per yard, in main road, . . . . .  | 56 pounds.       |   |
| 57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .         | -                | - |
| 58. Maximum grade, with its length, in main road, . . . . .  | -                | - |
| 59. Maximum grade, with its length, in branch roads, . . . . .   | -                | - |
| 60. Total rise and fall in main road, . . . . .  | -                | - |
| 61. Total rise and fall in branch roads, . . . . .   | -                | - |
| 62. Shortest radius of curvature, with length of curve, in main road, . . . . .                            | -                | - |
| 63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .                         | -                | - |
| 64. Total degrees of curvature in main road, . . . . .   | -                | - |
| 65. Total degrees of curvature in branch roads, . . . . .  | -                | - |
| 66. Total length of straight line in main road, . . . . .  | -                | - |
| 67. Total length of straight line in branches, . . . . .   | -                | - |
| 68. Aggregate length of wooden truss bridges, . . . . .  | -                | - |
| 69. Aggregate length of all other wooden bridges, . . . . .  | -                | - |
| 70. Aggregate length of iron bridges, . . . . .  | -                | - |
| 71. Whole length of road unfenced on both sides, . . . . .   | -                | - |
| 72. Number of public ways crossed at grade, . . . . .  | Four.            |   |
| 73. Number of railroads crossed at grade, . . . . .  | None.            |   |
| 74. Remarks, . . . . .   | -                | - |
| 75. Way stations for express trains, . . . . .   | No way stations. |   |
| 76. Way stations for accommodation trains, . . . . .   | -                | - |
| 77. Flag stations, . . . . .   | -                | - |
| 78. Whole number of way stations, . . . . .  | -                | - |
| 79. Whole number of flag stations, . . . . .   | -                | - |

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passenger carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .
119. Number of merchandise cars, . . . . .
120. Number of gravel cars, . . . . .

The road is leased to Berkshire R. R. Co., and H. and B. R. R. Co., and run by them exclusively, and no reports are received from them.

The Corporation owns no motive power or cars.

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, . . . . . Cost of the same, . . . . .	-	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .	-	-
122. For oil used by cars and engines, . . . . .	-	-
123. For waste and other material for cleaning, . . . . .	-	-
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	-	-
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	-	-
126. For gratuities and damages, . . . . .	-	-
127. For taxes and insurance, . . . . .	\$425	52
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	-	-
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	20	00
135. Total miscellaneous, . . . . .	-	-
136. Total expenditures for working the road, . . . . .	-	-
137. Total amount of interest paid during the year, . . . . .	-	-

## INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road including branches owned by company, . . . . .	-	-
2. To and from other roads, specifying what, . . . . .	-	-
139. For Freight :		
1. On main road and branches owned by company, . . . . .	-	-
2. To and from other connecting roads, . . . . .	-	-
140. U. S. mails, . . . . .	-	-
141. Rents, [and interest,] . . . . .	\$1,898	50
142. Total income, . . . . .		\$1,898 50
143. Net earnings, after deducting expenses, . . . . .	-	-

## DIVIDENDS.

144. 4 per cent. Total, . . . . .	\$1,584	00
145. Surplus not divided, . . . . .	-	-
146. Surplus last year, . . . . .	459	15
147. Total surplus, . . . . .		\$328 15

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
Viz. :—

148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

## MORTGAGE DEBTS.

151. Amount of debt secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	} No debt.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	

GEO. H. POWER,  
HENRY W. TAFT,  
F. B. CONE,

*Directors of the West Stockbridge Railroad Corporation.*

HUDSON, N. Y., ss. December 18, 1868. Then personally appeared Geo. H. Power, and made oath to the truth of the foregoing statement by him subscribed.  
Before me, P. POWERS, *Notary Public.*

BERKSHIRE, ss. December 15, 1868. Then personally appeared Henry W. Taft, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.  
Before me, , *Justice of the Peace.*

## REPORT

OF THE

## WORCESTER AND NASHUA RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1888.

1. Capital stock, . . . . .	\$2,100,000 00
2. Number of shares of capital stock issued, . . . . .	15,500
3. Increase of capital since last report, . . . . .	-
4. Capital paid in, per last report, . . . . .	\$1,522,200 00
5. Capital paid in since last report, . . . . .	27,800 00
6. Total amount of capital stock paid in, . . . . .	1,550,000 00
7. Funded debt, per last report, . . . . .	Nothing.
8. Funded debt paid since last report, . . . . .	Nothing.
9. Funded debt, increase of, since last report, . . . . .	Nothing.
10. Total present amount of funded debt, . . . . .	Nothing.
11. Floating debt, per last report, . . . . .	69,906 12
12. Floating debt paid since last report, . . . . .	68,618 12
13. Floating debt, increase of, since last report, . . . . .	64,320 00
14. Total present amount of floating debt, [unpaid dividends,] . . . . .	65,608 00
15. Total present amount of funded and floating debt, . . . . .	65,608 00
16. Average rate of interest per annum paid during the year, . . . . .	-
17. Maximum amount of debts during the year, . . . . .	69,906 12
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry per last report, . . . . .	\$464,709 66
19. For graduation and masonry, paid during the past year, . . . . .	Nothing.
20. Total am't expended for graduation and masonry, . . . . .	\$464,709 66
21. For wooden bridges, per last report, . . . . .	12,363 53
22. For wooden bridges paid during the past year, . . . . .	Nothing.
23. Total amount expended for wooden bridges, . . . . .	12,363 53
24. Total amount expended for iron bridges, (if any,) . . . . .	Nothing.
25. For superstructure, including iron, per last report, . . . . .	437,478 37
26. For superstructure, including iron paid during the past year, . . . . .	Nothing.
27. Total amount expended for superstructure, including iron, . . . . .	437,478 37
28. For stations, buildings and fixtures, per last report, . . . . .	96,177 57
29. For stations, buildings and fixtures paid during the past year, . . . . .	Nothing.
30. Total amount expended for stations, buildings and fixtures, . . . . .	96,177 57
31. For land, land-damages and fences, per last report, . . . . .	187,432 25
32. For land, land-damages and fences paid during the past year, . . . . .	Nothing.

33. Total amount expended for land, land-damages and fences, . . . . .		\$187,432 25
34. For locomotives, per last report, . . . . .	\$75,739 82	
35. For locomotives, paid during the past year, . . . . .	Nothing.	
36. Total amount expended for locomotives, . . . . .		75,739 82
37. For passenger and baggage cars, per last report, . . . . .	22,837 21	
38. For passenger and baggage cars, paid during the past year, . . . . .	Nothing.	
39. Total amount expended for passenger and baggage cars, . . . . .		22,837 21
40. For merchandise cars, per last report, . . . . .	71,045 81	
41. For merchandise cars, paid during the past year, . . . . .	Nothing.	
42. Total amount expended for merchandise cars, . . . . .		71,045 81
43. For engineering, per last report, . . . . .	40,457 02	
44. For engineering, paid during the past year, . . . . .	Nothing.	
45. Total amount expended for engineering, . . . . .		40,457 02
46. For agencies and other expenses, per last report, . . . . .	113,958 76	
47. For agencies and other expenses, paid during the past year, . . . . .	Nothing.	
48. Total amount expended for agencies and other expenses, . . . . .		113,958 76
49. Total cost of road and equipment, . . . . .		1,522,200 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	155,034 31	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	45 69-100 miles.
52. Length of single main track, . . . . .	45 69-100 miles.
53. Length of double main track, . . . . .	76-100 mile.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	No branches.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	10 miles.
56. Weight of rail, per yard, in main road, . . . . .	56 to 58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	{ 48 48-100 ft. per mile for 3 44-100 miles, and 52 8-10 ft. per mile for 800 ft.
59. Maximum grade, with its length, in branch roads, . . . . .	-
60. Total rise and fall in main road, . . . . .	1,151 30-100 ft.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	1,146 ft. for 86-100 miles.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	2,110° 47'
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	31 miles.
67. Total length of straight line in branches, . . . . .	-
68. Aggregate length of wooden truss bridges, . . . . .	559 feet.
69. Aggregate length of all other wooden bridges, . . . . .	335 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	About 3 miles.
72. Number of public ways crossed at grade, . . . . .	55
73. Number of railroads crossed at grade, . . . . .	4
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	13
77. Flag stations, . . . . .	1
78. Whole number of way stations, . . . . .	13
79. Whole number of flag stations, . . . . .	1



## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .	91,335	
81. Miles run by freight trains, . . . . .	163,887	
82. Miles run by other trains, . . . . .	11,665	
83. Total miles run, . . . . .		266,887
84. Number of passengers carried in the cars, . . . . .	286,456	
85. Number of passengers carried one mile, . . . . .	4,812,461	
86. Number of tons of merchandise carried in the cars, . . . . .	240,953	
87. Number of tons of merchandise carried one mile, . . . . .	6,523,468	
88. Number of passengers carried one mile, to and from other roads, . . . . .	Not ascertained.	
89. Number of tons carried one mile, to and from other roads, . . . . .	Not ascertained.	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	No express trains.	
92. Rate of speed adopted for accommodation trains, . . . . .	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	35 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	-	-
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .	Not estimated.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	10,664,633	

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$36,277 28	
99. For repairs of wooden bridges, . . . . .	586 62	
100. For wages of switchmen, average per month, . . . . .	\$46 75	
101. For wages of gate-keepers, average per month, . . . . .		
102. For wages of signal-men, average per month, . . . . .	28 80	
103. For wages of watchmen, average per month, . . . . .	52 50	
104. Number of men employed, exclusive of those engaged in construction, . . . . .		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	1,240 08	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	1,293 69	
107. Total for maintenance of way, . . . . .		\$41,948 97

Total,

About 200.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$16,333 42	
109. For new locomotives, to cover depreciation, . . . . .	11,000 00	
110. For repairs of passenger cars, . . . . .	12,699 81	
111. For new passenger cars to cover depreciation, . . . . .	-	-
112. For repairs of merchandise cars, . . . . .	18,375 03	
113. For new merchandise cars to cover depreciation, . . . . .	18,000 00	
114. For repairs of gravel and other cars, . . . . .	691 99	
115. Total for maintenance of motive power and cars, . . . . .		\$77,000 25
116. Number of engines, . . . . .	-	-
117. Number of passenger cars, . . . . .	-	-

118. Number of baggage cars, . . . . .	-	-
119. Number of merchandise cars, . . . . .	-	-
120. Number of gravel cars, . . . . .	-	-

## MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 5,938. Cost of the same, . . . . .	\$36,277 41	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2,060 tons. Cost of the same, . . . . .	18,075 88	
122. For oil used by cars and engines, . . . . .	1,963 29	
123. For waste and other material for cleaning, . . . . .	424 91	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	24,588 16	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	39,678 45	
126. For gratuities and damages, . . . . .	1,982 79	
127. For taxes and insurance, . . . . .	42,656 01	
128. For ferries, . . . . .	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	10,734 71	
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	40,959 50	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	14,591 05	
135. Total miscellaneous, . . . . .		\$241,932 16
136. Total expenditures for working the road, . . . . .		350,881 38
137. Total amount of interest paid during the year, . . . . .	-	-

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$171,774 93	
2. To and from other roads, specifying what, . . . . .	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co., . . . . .	290,989 39	
2. To and from other connecting roads, . . . . .	-	-
140. U. S. mails, . . . . .	4,625 00	
141. Rents, . . . . .	3,684 75	
[Express and miscellaneous,] . . . . .	8,713 56	
142. Total income, . . . . .		\$479,787 63
143. Net earnings, after deducting expenses, . . . . .	128,906 25	

## DIVIDENDS.

144. 8 per cent. Total, . . . . .		\$124,000 00
145. Surplus not divided, . . . . .	\$4,906 25	
146. Surplus last year, . . . . .	56,720 06	
147. Total surplus, . . . . .		61,626 31

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . . .	Nothing.	
152. Mortgage debt paid since last report, . . . . .	-	-
153. Increase of mortgage debt since last report, . . . . .	-	-
154. Present amount of mortgage debts, . . . . .	Nothing.	
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . . .	None.	

## ACCIDENTS.

*January 7, 1868.*—Nathan Lawrence and wife and Mrs. Lakin, of Pepperell, were struck by an engine of a passenger train in crossing the track near Pepperell depot. Mr. Lawrence was killed instantly; Mrs. Lawrence and Mrs. Lakin were somewhat injured.

*March 2.*—W. H. Powers, freight brakeman, was struck by a bridge, near Oakdale station, and instantly killed.

*August 12.*—Peter Mullens, an employé on a gravel train, fell between the cars at Groton Junction and was killed. Michael Gethins, in trying to save Mullens, fell under the cars, and had one leg injured so that amputation was necessary.

*November 27.*—John Mealy, of West Boylston, was found dead by the side of the track, one mile north of Lincoln Square, supposed to have been struck by a freight train while walking on the track.

No passenger has been injured during the past year.

F. H. KINNICUTT,  
S. SALISBURY,  
FRANCIS H. DEWEY,  
ALEX. DEWITT,  
JACOB FISHER,  
A. F. LAWRENCE,  
THOS. CHASE,  
C. B. HILL,

*Directors of the Worcester and Nashua Railroad Corporation.*

WORCESTER, ss. December 24, 1868. Then personally appeared F. H. Kinnicutt, Stephen Salisbury, Francis H. Dewey, Alexander DeWitt, Jacob Fisher, Asa F. Lawrence, Thomas Chase and C. B. Hill, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

T. W. HAMMOND, *Justice of the Peace.*

WORCESTER, December 31, 1868. The undersigned, Commissioner of the Worcester and Nashua Railroad Company for Massachusetts, having examined this report, believes it to be correct, and hereby approves the same.

JOHN D. WASHBURN,  
*Commissioner for Massachusetts.*

## R E P O R T

OF THE

BOSTON, HARTFORD AND ERIE R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .	\$25,000,000 00
2. Number of shares of capital stock issued, . . . . .	189,398
3. Increase of capital since last report, . . . . .	None.
4. Capital paid in, per last report, [issued,] . . . . .	\$14,884,000 00
5. Capital paid in since last report, [issued,] . . . . .	4,055,800 00
6. Total amount of capital stock paid in, [issued,] . . . . .	18,939,800 00
7. Funded debt, per last report, . . . . .	8,693,350 00
8. Funded debt paid since last report, . . . . .	None.
9. Funded debt, increase of, since last report, . . . . .	6,241,000 00
10. Total present amount of funded debt, . . . . .	14,904,350 00
11. Floating debt, per last report, . . . . .	1,633,056 79
12. Floating debt paid since last report, . . . . .	—
13. Floating debt, increase of, since last report, . . . . .	334,865 06
14. Total present amount of floating debt, . . . . .	1,967,421 85
15. Total present amount of funded and floating debt, . . . . .	16,871,771 85
16. Average rate of interest per annum, paid during the year, . . . . .	8 per cent.
17. Maximum amount of debts during the year, . . . . .	16,871,771 85
<b>COST OF ROAD AND EQUIPMENT.*</b>	
18. For graduation and masonry, per last report, . . . . .	\$7,915,437 68
19. For graduation and masonry paid during the past year, . . . . .	1,317,122 22
20. Total am't expended for graduation and masonry, . . . . .	\$9,232,559 90
21. For wooden bridges, per last report, . . . . .	425,521 93
22. For wooden bridges paid during the past year, . . . . .	18,847 07
23. Total amount expended for wooden bridges, . . . . .	444,369 05
24. Total amount expended for iron bridges (if any,) . . . . .	—
25. For superstructure, including iron, per last report, . . . . .	1,279,282 70
26. For superstructure, including iron, paid during the past year, . . . . .	31,790 91
27. Total amount expended for superstructure, including iron, . . . . .	1,311,073 61
28. For stations, buildings and fixtures, per last report, . . . . .	171,107 90
29. For stations, buildings and fixtures paid during the past year, . . . . .	82,453 31
30. Total amount expended for stations, buildings and fixtures, . . . . .	253,561 21
31. For land, land-damages and fences, per last report, . . . . .	1,033,467 00
32. For land, land-damages and fences paid during the past year, . . . . .	165,317 59

\* This does not include any expenditure for superstructure between Providence and Waterbury in Connecticut.

33. Total amount expended for land, land-damages, and fences, . . . . .		\$1,198,784 69
34. For locomotives, per last report, . . . . .	\$233,317 41	
35. For locomotives paid during the past year, . . . . .	45,604 76	
36. Total amount expended for locomotives, . . . . .		278,922 17
37. For passenger and baggage cars, per last report, . . . . .	37,669 62	
38. For passenger and baggage cars paid during the past year, . . . . .	14,662 66	
39. Total amount expended for passenger and baggage cars, . . . . .		52,332 28
40. For merchandise cars, per last report, . . . . .	141,908 84	
41. For merchandise cars paid during the past year, . . . . .	13,495 03	
42. Total amount expended for merchandise cars, . . . . .		155,403 87
43. For engineering, per last report, . . . . .	142,365 17	
44. For engineering paid during the past year, . . . . .	64,089 74	
45. Total amount expended for engineering, . . . . .		206,454 91
46. For agencies and other expenses, per last report, . . . . .	7,862,002 72	
47. For agencies and other expenses, paid during the past year, . . . . .	823,167 11	
48. Total amount expended for agencies and other expenses, . . . . .		8,185,169 83
49. Total cost of road and equipment, . . . . .		21,318,631 42
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.\*

51. Length of road, . . . . .	113 miles.
52. Length of single main track, . . . . .	105 miles.
53. Length of double main track, . . . . .	8 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	17 miles—single.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	56,423 feet.
56. Weight of rail, per yard, in main road, . . . . .	50 to 63 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	50 lbs.
58. Maximum grade, with its length, in main road, . . . . .	{ 59.66 feet per mile for 8,300 feet.
59. Maximum grade, with its length, in branch roads, . . . . .	{ 66 feet per mile for 900 ft.
60. Total rise and fall in main road, . . . . .	2,305.7 feet.
61. Total rise and fall in branch roads, . . . . .	310 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	951 ft. radius for 1,350 ft.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	995 ft. radius for 1,195 ft.
64. Total degrees of curvature in main road, . . . . .	1,920° 51'
65. Total degrees of curvature in branch roads, . . . . .	796° 15'
66. Total length of straight line in main road, . . . . .	61.96 miles.
67. Total length of straight line in branches, . . . . .	7.66 miles.
68. Aggregate length of wooden truss bridges, . . . . .	37.20 feet.
69. Aggregate length of all other wooden bridges, . . . . .	4,282 feet.
70. Aggregate length of iron bridges, . . . . .	200 feet.
71. Whole length of road unfenced on both sides, . . . . .	6 miles.
72. Number of public ways crossed at grade, . . . . .	90
73. Number of railroads crossed at grade, . . . . .	1 in two places.
74. Remarks, . . . . .	-
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	53
77. Flag stations, . . . . .	12
78. Whole number of way stations, . . . . .	53
79. Whole number of flag stations, . . . . .	12

\* From Providence to Waterbury in Connecticut not included.

## DOINGS DURING THE YEAR.\*

80. Miles run by passenger trains, . . . . .	516,531	
81. Miles run by freight trains, . . . . .	224,987	
82. Miles run by other trains, . . . . .	35,581	
83. Total miles run, . . . . .		777,049
84. Number of passengers carried in the cars, . . . . .	1,918,253	
85. Number of passengers carried one mile, . . . . .	26,296,942	
86. Number of tons of merchandise carried in the cars, . . . . .	370,191	
87. Number of tons of merchandise carried one mile, . . . . .	8,713,520	
88. Number of passengers carried one mile, to and from other roads, . . . . .	2,719,448	
89. Number of tons carried one mile, to and from other roads, . . . . .	1,804,333	
90. Rate of speed adopted for express passenger trains, including stops, . . . . .	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	-	
92. Rate of speed adopted for accommodation trains, . . . . .	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . . . .	10 miles per hour.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . . . .	8,035,568	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . . . .	5,843,017	

## EXPENDITURES FOR WORKING THE ROAD.\*

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	\$75,285 50	
99. For repairs of wooden bridges, . . . . .	5,033 11	
100. For wages of switchmen, average per month, . . . . .	\$45 50	
101. For wages of gate-keepers, average per month, . . . . .	39 00	
102. For wages of signal-men, average per month, . . . . .	31 25	
103. For wages of watchmen, average per month, . . . . .	50 50	
104. Number of men employed, exclusive of those engaged in construction, . . . . .	422	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	688 26	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	199 11	
107. Total for maintenance of way, . . . . .	95,832 41	

Total, 14,626 43

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .	\$29,248 57	
109. For new locomotives, to cover depreciation, . . . . .	-	
110. For repairs of passenger cars, . . . . .	19,242 01	
111. For new passenger cars, to cover depreciation, . . . . .	-	
112. For repairs of merchandise cars, . . . . .	7,280 89	
113. For new merchandise cars, to cover depreciation, . . . . .	-	
114. For repairs of gravel and other cars, . . . . .	6,257 75	
115. Total for maintenance of motive power and cars, . . . . .		\$62,028 72
116. Number of engines, . . . . .	43	
117. Number of passenger cars, . . . . .	52	

\* Providence to Waterbury not included.

118. Number of baggage cars, . . . . .	24
119. Number of merchandise cars, . . . . .	595
120. Number of gravel cars, . . . . .	144

## MISCELLANEOUS.\*

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 838. Cost of the same, . . . . .	\$6,169	95
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton.) 6,810. Cost of same, . . . . .	69,548	41
122. For oil used by cars and engines, . . . . .	4,943	44
123. For waste and other material for cleaning, . . . . .	1,608	29
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	63,973	14
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	58,007	09
126. For gratuities and damages, . . . . .	2,954	27
127. For taxes and insurance, . . . . .	5,526	69
128. For ferries, . . . . .	—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	3,979	69
130. For renewals of iron, including laying down, . . . . .	—	—
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Albany.] . . . . .	33,537	22
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	11,123	88
135. Total miscellaneous, . . . . .		\$207,744 85
136. Total expenditures for working the road, [exclusive of H. P. and F.,] . . . . .	365,605	98 }
[H. P. and Fishkill,] . . . . .	649,217	61 }
137. Total amount of interest paid during the year, . . . . .	—	—

## INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	\$622,759	24
2. To and from other roads specifying what, . . . . .	—	—
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co., . . . . .	557,760	84
2. To and from other connecting roads, . . . . .	—	—
140. U. S. mails, [and express, \$7,202.85,] . . . . .	14,935	25
141. Rents, [and other receipts,] . . . . .	43,202	23
142. Total income, . . . . .		\$1,238,657 66
143. Net earnings, after deducting expenses, . . . . .	—	—

## DIVIDENDS.

144. per cent. Total, . . . . .	—	—
145. Surplus not divided, . . . . .	—	—
146. Surplus last year, . . . . .	—	—
147. Total surplus, . . . . .	—	—

\* Providence to Waterbury not included.

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**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,**  
**Viz. :—**

148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

**MORTGAGE DEBTS.**

151. Amount of debts, secured by mortgage of road and franchise or any property of the corporation, per last report, . . . . .	\$8,693,350 00	
152. Mortgage debt, paid since last report, . . . . .	-	-
153. Increase of mortgage debt, since last report, . . . . .	6,211,000 00	
154. Present amount of mortgage debts, . . . . .	14,904,350 00	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	Four.	

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NOTE.—122 miles of railway in Connecticut and Rhode Island is run by trustees, and so not included in most of the items, returns not being furnished. About one hundred miles of new road is being constructed between Boston and Fishkill, on the Hudson, and will probably be ironed and running within about one year from January, 1869.

JOHN S. ELDRIDGE,  
 MARK HEALEY,  
 HENRY N. FARWELL,  
 JAMES S. WHITNEY,  
 J. W. CONVERSE,

*Directors of the Boston, Hartford and Erie Railroad Corporation.*

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SUFFOLK, ss. January 25, 1869. Then personally appeared John S. Eldridge, Mark Healey, Henry N. Farwell, James S. Whitney and J. W. Converse, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

H. G. BARRY, *Justice of the Peace.*



## REPORT

OF THE

## BERKSHIRE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$500,000 00
2. Number of shares of capital stock issued, . . . . .	6,000	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$600,000 00	
5. Capital paid in since last report, . . . . .	-	-
6. Total amount of capital stock paid in, . . . . .		600,000 00
7. Funded debt, per last report, . . . . .	None.	
8. Funded debt paid since last report, . . . . .	-	-
9. Funded debt, increase of, since last report, . . . . .	-	-
10. Total present amount of funded debt, . . . . .	-	-
11. Floating debt, per last report, . . . . .	None.	
12. Floating debt paid since last report, . . . . .	-	-
13. Floating debt, increase of, since last report, . . . . .	-	-
14. Total present amount of floating debt, . . . . .	-	-
15. Total present amount of funded and floating debt, . . . . .	-	-
16. Average rate of interest per annum paid during the year, . . . . .	-	-
17. Maximum amount of debts during the year, . . . . .	-	-
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . . . .	\$500,000 00	
19. For graduation and masonry paid during the past year, . . . . .	-	-
20. Total am't expended for graduation and masonry, . . . . .	-	-
21. For wooden bridges, per last report, . . . . .	-	-
22. For wooden bridges paid during the past year, . . . . .	-	-
23. Total amount expended for wooden bridges, . . . . .	-	-
24. Total amount expended for iron bridges, (if any,) . . . . .	-	-
25. For superstructure, including iron, per last report, . . . . .	-	-
26. For superstructure, including iron, paid during the past year, . . . . .	-	-
27. Total amount expended for superstructure, including iron, . . . . .	-	-
28. For stations, buildings and fixtures, per last report, . . . . .	-	-
29. For stations, buildings and fixtures paid during the past year, . . . . .	-	-
30. Total amount expended for stations, buildings and fixtures, . . . . .	-	-
31. For land, land-damages and fences, per last report, . . . . .	-	-
32. For land, land-damages and fences paid during the past year, . . . . .	-	-

33. Total amount expended for land, land-damages, and fences, . . . . .	-	-
34. For locomotives, per last report, . . . . .	-	-
35. For locomotives paid during the past year, . . . . .	-	-
36. Total amount expended for locomotives, . . . . .	-	-
37. For passenger and baggage cars, per last report, . . . . .	-	-
38. For passenger and baggage cars paid during the past year, . . . . .	-	-
39. Total amount expended for passenger and baggage cars, . . . . .		\$100,000 00
40. For merchandise cars, per last report, . . . . .	-	-
41. For merchandise cars paid during the past year, . . . . .	-	-
42. Total amount expended for merchandise cars, . . . . .	-	-
43. For engineering, per last report, . . . . .	-	-
44. For engineering paid during the past year, . . . . .	-	-
45. Total amount expended for engineering, . . . . .	-	-
46. For agencies and other expenses, per last report, . . . . .	-	-
47. For agencies and other expenses, paid during the past year, . . . . .	\$560 00	
48. Total amount expended for agencies and other expenses, . . . . .	-	-
49. Total cost of road and equipment, . . . . .		600,000 00
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . . . .	-	-

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	21 miles, 11 chains.	
52. Length of single main track, . . . . .	-	-
53. Length of double main track, . . . . .	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	-	-
56. Weight of rail, per yard, in main road, . . . . .	56 lbs. per yard.	
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,) . . . . .	-	-
58. Maximum grade, with its length, in main road, . . . . .	872 to 1,090 ft. ; 1 m. 2 chains.	
59. Maximum grade, with its length, in branch roads, . . . . .	-	-
60. Total rise and fall in main road, . . . . .	-	-
61. Total rise and fall in branch roads, . . . . .	-	-
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	-	-
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	-	-
64. Total degrees of curvature in main road, . . . . .	-	-
65. Total degrees of curvature in branch roads, . . . . .	-	-
66. Total length of straight line in main road, . . . . .	-	-
67. Total length of straight line in branches, . . . . .	-	-
68. Aggregate length of wooden truss bridges, . . . . .	-	-
69. Aggregate length of all other wooden bridges, . . . . .	-	-
70. Aggregate length of iron bridges, . . . . .	-	-
71. Whole length of road unfenced on both sides, . . . . .	-	-
72. Number of public ways crossed at grade, . . . . .	23	
73. Number of railroads crossed at grade, . . . . .	-	-
74. Remarks, . . . . .	-	-
75. Way stations for express trains, . . . . .	-	-
76. Way stations for accommodation trains, . . . . .	-	-
77. Flag stations, . . . . .	-	-
78. Whole number of way stations, . . . . .	-	-
79. Whole number of flag stations, . . . . .	-	-

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile, to and from other roads, . . . . .
89. Number of tons carried one mile, to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . . . .
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . . . .

Operated by the Housatonic Road, and we have no turns.

## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

Operated by the Housatonic Road, and we have no returns.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .

Nothing. The Housatonic Road defrays such expenses.

119. Number of merchandise cars, . . . . .	80 8-wheeled.	
120. Number of gravel cars, . . . . .	-	-
<b>MISCELLANEOUS.</b>		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, . . . . . Cost of the same, . . . . .	-	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of the same, . . . . .	-	-
122. For oil used by cars and engines, . . . . .	-	-
123. For waste and other material for cleaning, . . . . .	-	-
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	-	-
125. For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	-	-
126. For gratuities and damages, . . . . .	-	-
127. For taxes and insurance, . . . . .	-	-
128. For ferries, . . . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	-	-
130. For renewals of iron, including laying down, . . . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	\$560 00	\$560 00
135. Total miscellaneous, . . . . .	-	-
136. Total expenditures for working the road, . . . . .	-	-
137. Total amount of interest paid during the year, . . . . .	-	-
<b>INCOME DURING THE YEAR.</b>		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . . . .	} Leased to the Housatonic Railroad for 7 per cent. of the capital. Total income, 7 per cent.—\$42,000.	
2. To and from other roads, specifying what, . . . . .		
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, . . . . .		
2. To and from other connecting roads, . . . . .		
140. U. S. mails, . . . . .		
141. Rents, . . . . .		
142. Total income, . . . . .		
143. Net earnings, after deducting expenses, . . . . .		
<b>DIVIDENDS.</b>		
144. 7 per cent. Total, [less State and U. S. taxes,] . . . . .		\$32,716 67
145. Surplus not divided, . . . . .	-	-
146. Surplus last year, . . . . .	-	-
147. Total surplus, . . . . .	-	-
<b>ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—</b>		
148. Of road and bridges, . . . . .	-	-
149. Buildings, . . . . .	-	-
150. Engines and cars, . . . . .	-	-

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage, of road and franchise or any property of the Corporation, per last report, . . . .	-	-
152. Mortgage debt paid since last report, . . . .	-	-
153. Increase of mortgage debt since last report, . . . .	-	-
154. Present amount of mortgage debts, . . . .	-	-
155. Number of mortgages, on road and franchise or any property of the Corporation, . . . .	-	-

J. Z. GOODRICH,

D. LEAVITT,

DANIEL MARSH,

*Directors of the Housatonic Railroad Corporation.*

BERKSHIRE, ss. January 25, 1869. Then personally appeared J. Z. Goodrich, D. Leavitt and Daniel Marsh, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

D. R. WILLIAMS, *Notary Public.*

## REPORT

OF THE

## STOCKBRIDGE &amp; PITTSFIELD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

1. Capital stock, . . . . .		\$448,700 00
2. Number of shares of capital stock issued, . . . . .	4,487	
3. Increase of capital since last report, . . . . .	None.	
4. Capital paid in, per last report, . . . . .	\$448,700 00	
5. Capital paid in since last report, . . . . .	None.	
6. Total amount of capital stock paid in, . . . . .		448,700 00
7. Funded debt, per last report, . . . . .	}	
8. Funded debt paid since last report, . . . . .		
9. Funded debt, increase of, since last report, . . . . .		
10. Total present amount of funded debt, . . . . .		
11. Floating debt, per last report, . . . . .		
12. Floating debt paid since last report, . . . . .		
13. Floating debt, increase of, since last report, . . . . .		
14. Total present amount of floating debt, . . . . .		
15. Total present amount of funded and floating debt, . . . . .		
16. Average rate of interest per annum, paid during the year, . . . . .		
17. Maximum amount of debts during the year, . . . . .		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report, . . . . .	\$154,263 00	
19. For graduation and masonry paid during the past year, . . . . .	None.	
20. Total amount expended for graduation and masonry, . . . . .		154,263 00
21. For wooden bridges, per last report, . . . . .	8,489 00	
22. For wooden bridges paid during the past year, . . . . .	None.	
23. Total amount expended for wooden bridges, . . . . .		8,489 00
24. Total amount expended for iron bridges, (if any,) . . . . .	None.	
25. For superstructure, including iron, per last report, . . . . .	163,413 00	
26. For superstructure, including iron, paid during the past year, . . . . .	None.	
27. Total amount expended for superstructure, including iron, . . . . .		163,413 00
28. For stations, buildings and fixtures, per last report, . . . . .	30,700 00	
29. For stations, buildings and fixtures, paid during the past year, . . . . .	None.	
30. Total amount expended for stations, buildings and fixtures, . . . . .		30,700 00
31. For land, land-damages and fences, per last report, . . . . .	70,000 00	
32. For land, land-damages and fences, paid during the past year, . . . . .	None.	

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33. Total amount expended for land, land-damages and fences, . . . . .		\$70,000 00
34. For locomotives, per last report, . . . . .	None.	
35. For locomotives paid during the past year, . . . . .	None.	
36. Total amount expended for locomotives, . . . . .	None.	
37. For passenger and baggage cars, per last report, . . . . .	\$4,100 00	
38. For passenger and baggage cars paid during the past year, . . . . .	None.	
39. Total amount expended for passenger and baggage cars, . . . . .		4,100 00
40. For merchandise cars, per last report, . . . . .	None.	
41. For merchandise cars paid during the past year, . . . . .	None.	
42. Total amount expended for merchandise cars, . . . . .	None.	
43. For engineering, per last report, . . . . .	8,000 00	
44. For engineering paid during the past year, . . . . .	None.	
45. Total amount expended for engineering, . . . . .		8,000 00
46. For agencies and other expenses, per last report, . . . . .	9,735 00	
47. For agencies and other expenses paid during the past year, . . . . .	None.	
48. Total amount expended for agencies and other expenses, . . . . .		9,735 00
49. Total cost of road and equipment, . . . . .		448,700 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road, . . . . .	27 shares of its stock.	

## CHARACTERISTICS OF ROAD.

51. Length of road, . . . . .	21 93-100 miles.
52. Length of single main track, . . . . .	21 93-100 miles.
53. Length of double main track, . . . . .	None.
54. Length of branches owned by the Company, stating whether they have a single or double track, . . . . .	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . . . .	5,700 feet.
56. Weight of rail, per yard, in main road, . . . . .	64, 56 and 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . . . .	None.
58. Maximum grade, with its length, in main road, . . . . .	{ Grade, 42 ft.; length, 92-100 mile.
59. Maximum grade, with its length, in branch roads, . . . . .	None.
60. Total rise and fall in main road, . . . . .	Rise, 262 feet; fall, 93 feet.
61. Total rise and fall in branch roads, . . . . .	None.
62. Shortest radius of curvature, with length of curve, in main road, . . . . .	515 feet; length, 858 feet.
63. Shortest radius of curvature, with length of curve, in branch roads, . . . . .	None.
64. Total degrees of curvature in main road, . . . . .	2,011°
65. Total degrees of curvature in branch roads, . . . . .	None.
66. Total length of straight line in main road, . . . . .	11 46-100 miles.
67. Total length of straight line in branches, . . . . .	None.
68. Aggregate length of wooden truss bridges, . . . . .	932 feet.
69. Aggregate length of all other wooden bridges, . . . . .	20 feet.
70. Aggregate length of iron bridges, . . . . .	None.
71. Whole length of road unfenced on both sides, . . . . .	None.
72. Number of public ways crossed at grade, . . . . .	21
73. Number of railroads crossed at grade, . . . . .	None.
74. Remarks, . . . . .	None.
75. Way stations for express trains, . . . . .	None.
76. Way stations for accommodation trains, . . . . .	9
77. Flag stations, . . . . .	1
78. Whole number of way stations, . . . . .	9
79. Whole number of flag stations, . . . . .	1

## DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile to and from other roads, . . . . .
89. Number of tons carried one mile to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile, . . . . .
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile, . . . . .

All trains are run by the Housatonic R. R. Co., and no separate account is kept.

No express trains.

None.

25 miles per hour.

20 miles per hour.

20 miles per hour.

9 miles per hour.

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## EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For wages of switchmen, average per month, . . . . . \$
101. For wages of gate-keepers, average per month, . . . . .
102. For wages of signal-men, average per month, . . . . .
103. For wages of watchmen, average per month, . . . . .
104. Number of men employed, exclusive of those engaged in construction, . . . . .
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .
107. Total for maintenance of way, . . . . .

This road, as well as the Berkshire road, is managed exclusively by the Housatonic Railroad Co. While both roads are kept in perfect condition and repair, no separate account has been kept of the amount expended upon either, and it is impossible to answer the questions accurately, or in such a manner as to furnish any information to the legislature. We cannot even give an approximate statement.

## MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . . . .
109. For new locomotives, to cover depreciation, . . . . .
110. For repairs of passenger cars, . . . . .
111. For new passenger cars, to cover depreciation, . . . . .
112. For repairs of merchandise cars, . . . . .
113. For new merchandise cars, to cover depreciation, . . . . .
114. For repairs of gravel and other cars, . . . . .
115. Total for maintenance of motive power and cars, . . . . .
116. Number of engines, . . . . .
117. Number of passenger cars, . . . . .
118. Number of baggage cars, . . . . .



- |  |                       |
|--|-----------------------|
| 119. Number of merchandise cars, . . . . . | } See preceding page. |
| 120. Number of gravel cars, . . . . .      |                       |

## MISCELLANEOUS.

- |   |   |
|---|---|
| 121. For fuel used by engines during the year, viz. :—  | } |
| 1. Wood, number of cords, . . . . . Cost of the same,   |   |
| 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . . . Cost of same, . . . . .   |   |
| 122. For oil used by cars and engines, . . . . .  |   |
| 123. For waste and other material for cleaning, . . . . .   |   |
| 124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .  |   |
| 125. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .  |   |
| 126. For gratuities and damages, . . . . .  |   |
| 127. For taxes and insurance, . . . . .   |   |
| 128. For ferries, . . . . .   |   |
| 129. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .  |   |
| 130. For renewals of iron, including laying down, . . . . .   |   |
| 131. For new iron laid down, deducting the value of old iron taken up, . . . . .  |   |
| 132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .  |   |
| 133. For amount paid other companies as rent for use of their roads, specifying each company, . . . . .   |   |
| 134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . . |   |
| 135. Total miscellaneous, . . . . .   |   |
| 136. Total expenditures for working the road, . . . . .   |   |
| 137. Total amount of interest paid during the year, . . . . .   |   |

This road, as well as the Berkshire road, is managed exclusively by the Housatonic Railroad Co., and it is impossible to answer the questions.

## INCOME DURING THE YEAR.

- |   |             |             |
|---|-------------|-------------|
| 138. <i>For Passengers</i> :—                                   |             |             |
| 1. On main road, including branches owned by company, . . . . . | —           | —           |
| 2. To and from other roads, specifying what, . . . . .          | —           | —           |
| 139. <i>For Freight</i> :—                                      |             |             |
| 1. On main road, and branches owned by Co., . . . . .           | —           | —           |
| 2. To and from other connecting roads, . . . . .                | —           | —           |
| 140. U. S. mails, . . . . .                                     | —           | —           |
| 141. Rents, . . . . .   | —           | —           |
| 142. Total income, . . . . .                                    |             | \$31,409 00 |
| 143. Net earnings, after deducting expenses, . . . . .          | \$31,409 00 |             |

## DIVIDENDS.

- |   |             |
|---|-------------|
| 144. 7 per cent. Total, [less State and U. S. taxes,] | \$24,632 15 |
| 145. Surplus not divided, . . . . .                   | None.       |
| 146. Surplus last year, . . . . .                     | None.       |
| 147. Total surplus, . . . . .                         | None.       |

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,  
VIZ. :—

- |                                     |         |
|-------------------------------------|---------|
| 148. Of road and bridges, . . . . . | } None. |
| 149. Buildings, . . . . .           |         |
| 150. Engines and cars, . . . . .    |         |

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . . . .	} None.
152. Mortgage debt paid since last report, . . . . .	
153. Increase of mortgage debt since last report, . . . . .	
154. Present amount of mortgage debts, . . . . .	
155. Number of mortgages, on road and franchise or any property of the corporation, . . . . .	

J. Z. GOODRICH, *President*,  
D. LEAVITT, *Vice President*,  
DANIEL MARSH,  
*Directors of the Housatonic Railroad Corporation.*

BERKSHIRE, ss. January 25, 1869. Then personally appeared J. Z. Goodrich D. Leavitt and Daniel Marsh, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

D. R. WILLIAMS, *Notary Public.*



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# HORSE RAILROAD REPORTS,

FOR THE YEAR ENDING

November 30, 1868.

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# REPORT

## OF THE

### ALBANY STREET FREIGHT RAILWAY COMPANY,

#### FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter, . . . .		\$300,000 00
2. Capital stock, as voted by the company, . . .	\$150,000 00	
3. Capital stock paid in, expressed in money, . . .	150,000 00	
4. Funded debt, . . . . .	-	-
5. Floating debt, including amount of unredeemed tickets, . . . . .	-	-
6. Total debt, . . . . .	-	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . .	-	-
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . .	-	-
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . .	-	-

NOTE.—The charter for this railway was granted by the legislature in 1868. The road was properly located by the authorities of Boston, and in September, 1868, the building of the road was commenced. Up to this date it is not completed, but we hope will be in the year of 1869, and opened for traffic. There are no mortgages or incumbrances on the road. The amount of debt we cannot tell, but only that incurred in the construction. The whole amount of the capital stock, \$150,000, has been paid into the treasury. The road is completed, all but turnouts, from the Boston and Albany Railroad track to Wareham Street.

JARVIS WILLIAMS,  
ADAMS AYER,  
E. R. WIGGIN,

*Directors of the Albany Street Freight Railway Company.*

SUFFOLK, ss. December 29, 1868. Then personally appeared Jarvis Williams, Adams Ayer and E. R. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN L. WHIPPLE, *Justice of the Peace.*

## REPORT

OF THE

## BOSTON AND CHELSEA RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .	\$300,000 00
2. Capital stock, as voted by the company, . . . . .	\$110,000 00
3. Capital stock paid in, expressed in money, . . . . .	110,000 00
4. Funded debt, . . . . .	
5. Floating debt, including amount of unredeemed tickets, . . . . .	
6. Total debt, . . . . .	
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	227 13

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$110,000 00
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## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	5,189 feet.
12. Length of railway laid with double main track, . . . . .	6,302 feet.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	862 feet.
15. Total length of track, measured as single track, . . . . .	18,856 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	56 lbs., rolled iron.
17. Maximum grade per mile, with length of grade, . . . . .	148.8 feet;—240 feet.
18. Shortest radius of curvature, with length of curve, . . . . .	200 feet; length, 177 feet.
19. Total length of track paved, . . . . .	{ All paved except Chelsea Bridge.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .
21. Number of horses, and cost, . . . . .
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .
23. Cost of real estate, including buildings owned by the company, . . . . .
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .
25. Cost of other articles of equipment, . . . . .
26. Net amount at which the equipment stands charged on the books of the company, . . . . .

The Company own no equipment. That used is furnished by the Lynn and Boston Railroad Company.

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .
28. Average cost per mile run, . . . . .
29. Total number of passengers carried in the cars, . . . . .
30. Total number of round trips run during the year, . . . . .
31. Average number of passengers each round trip, . . . . .
32. Rate of speed adopted, including stops and detentions, . . . . .
33. Number of persons regularly employed, specifying the occupations of each, . . . . .

Reported by Lynn and Boston Railroad Company.

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .
35. For repairs of equipments, . . . . .
36. For repairs of real estate, . . . . .
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .
38. For interest, . . . . .
39. For taxes and insurance, other than U. S. taxes, . . . . .
40. For United States taxes, . . . . .
41. For rent and tolls paid other companies for use of their roads, . . . . .
42. Amount paid other companies for the use of bridges and ferries, . . . . .
43. For provender, . . . . .
44. For loss on horses, . . . . .
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .
46. Total expenses, . . . . .

Reported as above.

Nothing.

\$779 32  
393 68

As above.

\$20 00

\$20 00

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .
48. From other roads, as toll or rent for use of road, . . . . .
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .
50. Total earnings, . . . . .
51. Net earnings, after deducting expenses, . . . . .
52. Surplus earnings of previous year on hand, . . . . .
53. Total surplus, . . . . .
54. Dividends declared during the year, . . . . .
55. Total percentage of dividends for the year, . . . . .
56. Present surplus, . . . . .

Received by Lynn and Boston R. R. Co.

\$8,800 00

-

\$8,800 00

7,607 00

100 13

227 13

Two.

6.80 per cent.  
227 13

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . .	} Nothing.
58. Increase during the year of capital stock paid in, . . .	
59. Increase of funded debt during the year, . . .	
60. Increase of floating debt during the year, . . .	
61. Decrease of funded debt during the year, . . .	
62. Decrease of floating debt during the year, . . .	
63. Increase of mortgage debt during the year, . . .	
64. Decrease of mortgage debt during the year, . . .	
65. Increase in cost of road during the year, . . .	
66. Decrease in nominal cost of road, . . .	
67. Increase in cost of equipment during the year, . . .	
68. Decrease in cost of equipment during the year, . . .	
69. Increase of unredeemed tickets during the year, . . .	
70. Decrease of unredeemed tickets during the year, . . .	
71. Present amount of unredeemed tickets, . . .	
72. List of accidents on road during the year, . . .	

WM. W. WHEILDON,  
ESTES HOWE,  
JOS. H. CONVERSE,  
R. E. DEMMON,

*Directors of the Boston and Chelsea Railway Company.*

MIDDLESEX, ss. December 31, 1868. Then personally appeared Estes Howe and J. H. Converse, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

Z. L. RAYMOND, *Justice of the Peace.*

SUFFOLK, ss. January 4, 1869. Then personally appeared Wm. W. Wheildon and Reuben E. Demmon, and severally made oath that the above statement is true, according to their best knowledge and belief.

Before

CHARLES E. POWERS, *Justice of the Peace.*



# REPORT

## OF THE

### CAMBRIDGE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

#### CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$750,000 00
2. Capital stock, as voted by the company, . . . . .	\$727,800 00	
3. Capital stock paid in, expressed in money, . . . . .	727,800 00	
4. Funded debt,* . . . . .	150,000 00	
5. Floating debt, including amount of unredeemed tickets, . . . . .	93 78	
6. Total debt, . . . . .		150,093 78
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	One on a part of the road to secure \$150,000 of the funded debt, as above.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .		
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	Reference is made to the Report of the Union Railway Company.	

#### COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$731,670 92
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#### CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	67,679 feet.
12. Length of railway laid with double main track, . . . . .	22,828 feet.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	31,511 feet, all single.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	4,646 feet.
15. Total length of track, measured as single track, . . . . .	28 miles and 1,653 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	{ Rolled iron, grooved, 64 and 62 lbs.; T, 33 lbs. { 209 11-21 feet per mile; 630 feet in length. { 40 feet; 17 feet in length. { All the main track is paved.
17. Maximum grade per mile, with length of grade, . . . . .	
18. Shortest radius of curvature, with length of curve, . . . . .	
19. Total length of track paved, . . . . .	

\* The full amount of the debt is secured by the sinking fund and a guarantee fund in the hands of Trustees, raised by an issue of stock.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .
21. Number of horses, and cost, . . . . .
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .
23. Cost of real estate, including buildings owned by the company, . . . . .
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .
25. Cost of other articles of equipment, . . . . .
26. Net amount at which the equipment stands charged on the books of the company, . . . . .

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .
28. Average cost per mile run, . . . . .
29. Total number of passengers carried in the cars, . . . . .
30. Total number of round trips run during the year, . . . . .
31. Average number of passengers each round trip . . . . .
32. Rate of speed adopted, including stops and detentions, . . . . .
33. Number of persons regularly employed, specifying the occupations of each, . . . . .

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .
35. For repairs of equipments, . . . . .
36. For repairs of real estate, . . . . .
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .
38. For interest, . . . . .
39. For taxes and insurance, other than United States taxes, . . . . .
40. For United States taxes, . . . . .
41. For rent and tolls paid other companies for use of their roads, . . . . .
42. Amount paid other companies for the use of bridges and ferries, . . . . .
43. For provender, . . . . .
44. For loss on horses, . . . . .
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .
46. Total expenses, . . . . .

Reference is made to the  
Report of the Union  
Railway Company.

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .
48. From other roads, as toll or rent for use of road, . . . . .
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .
50. Total earnings, . . . . .
51. Net earnings, after deducting expenses, . . . . .
52. Surplus earnings of previous year on hand, . . . . .
53. Total surplus, . . . . .
54. Dividends declared during the year, . . . . .
55. Total percentage of dividends for the year, . . . . .
56. Present surplus, . . . . .

Nine per cent. on the amount  
of the capital, interest on  
the bonds, and two per  
cent. on the bonds for a  
sinking fund, from which  
is deducted the United  
States and State taxes.

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . .	} Nothing.
58. Increase during the year of capital stock paid in, . . .	
59. Increase of funded debt during the year, . . .	
60. Increase of floating debt during the year, . . .	
61. Decrease of funded debt during the year, . . .	
62. Decrease of floating debt during the year, . . .	
63. Increase of mortgage debt during the year, . . .	
64. Decrease of mortgage debt during the year, . . .	
65. Increase in cost of road during the year, . . .	
66. Decrease in nominal cost of road, . . .	
67. Increase in cost of equipment during the year, . . .	} Reference is made to the Report of the Union Railway Company.
68. Decrease in cost of equipment during the year, . . .	
69. Increase of unredeemed tickets during the year, . . .	
70. Decrease of unredeemed tickets during the year, . . .	
71. Present amount of unredeemed tickets, . . .	
72. List of accidents on road during the year, . . .	

R. E. DEMMON,  
W. A. SAUNDERS,  
ESTES HOWE,

*Directors of the Cambridge Railroad Company.*

MIDDLESEX, January 4, 1869. Then personally appeared Reuben E. Demmon, William A. Saunders and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

CHAS. H. SAUNDERS, *Justice of the Peace.*

## REPORT

OF THE

## LOWELL HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$100,000 00
2. Capital stock, as voted by the company, . . . . .	\$100,000 00	
3. Capital stock paid in, expressed in money, . . . . .	55,830 00	
4. Funded debt, . . . . .	None.	
5. Floating debt, including amount of unredeemed tickets, . . . . .	465 81	
6. Total debt, . . . . .		2,079 69
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	None.	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$49,015 09
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## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	20,143 feet.
12. Length of railway laid with double main track, . . . . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	1,143 feet.
15. Total length of track measured as single track, . . . . .	21,286 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	} Rolled iron; 4,036 feet, 83 lbs. per yard; the rest 28½ lbs.
17. Maximum grade per mile, with length of grade, . . . . .	
18. Shortest radius of curvature, with length of curve, . . . . .	368½ ft. per mile for 248 ft.
19. Total length of track paved, . . . . .	40 ft. rad. for 72 ft. length. 9,971 feet.

COST OF EQUIPMENT.		
20. Number of cars, and cost, . . . . .	[9]	\$9,672 89
21. Number of horses, and cost, . . . . .	[48]	7,683 99
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .		1,263 95
23. Cost of real estate, including buildings owned by the company, . . . . .		None.
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .		None.
25. Cost of other articles of equipment, . . . . .		1,780 37
26. Net amount at which the equipment stands charged on the books of the company, . . . . .		20,401 20
DOINGS DURING THE YEAR.		
27. Total number of miles run during the year, . . . . .		111,903
28. Average cost per mile run, . . . . .		23 1-10 cents.
29. Total number of passengers carried in the cars, . . . . .		504,323
30. Total number of round trips run during the year, . . . . .		14,392
31. Average number of passengers each round trip, . . . . .		35 4-100
32. Rate of speed adopted, including stops and detentions, . . . . .		5 miles an hour.
33. Number of persons regularly employed, specifying the occupations of each, . . . . . [Treasurer, superintendent, 1 repairer, 5 stable hands, 9 conductors, 8 drivers.]		25
EXPENDITURES FOR WORKING THE RAILWAY.		
34. For repairs of railway, . . . . .		\$90 39
35. For repairs of equipments, . . . . .		680 61
36. For repairs of real estate, . . . . .		None.
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .		9,705 65
38. For interest, . . . . .		-
39. For taxes and insurance, other than United States taxes, . . . . .		326 42
40. For United States taxes, . . . . .		703 68
41. For rent and tolls paid other companies for use of their roads, . . . . .		Nothing.
42. Amount paid other companies for the use of bridges and ferries, . . . . .		Nothing.
43. For provender, . . . . .		9,618 60
44. For loss on horses, . . . . .		Nothing.
45. For incidental expenses, — to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included, . . . . .		4,698 04
46. Total expenses, . . . . .		\$25,828 29
EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .		\$28,248 76
48. From other roads, as toll or rent for use of road, . . . . .		Nothing.
49. From other sources, specifying from what source in each item exceeding five hundred dollars, [Manure, \$519.86,] . . . . .		990 81
50. Total earnings, . . . . .		\$29,239 51
51. Net earnings, after deducting expenses, . . . . .		3,411 28
52. Surplus earnings of previous year on hand, . . . . .		None.
53. Total surplus, . . . . .		3,411 28
54. Dividends declared during the year, . . . . .		None.

55. Total percentage of dividends for the year, . . .	None.
56. Present surplus, . . . . .	None.
<b>MISCELLANEOUS.</b>	
57. Increase during the year of capital stock, as fixed by charter, . . . . .	Nothing.
58. Increase during the year of capital stock paid in, . . . . .	Nothing.
59. Increase of funded debt during the year, . . . . .	Nothing.
60. Increase of floating debt during the year, . . . . .	Nothing.
61. Decrease of funded debt during the year, . . . . .	Nothing.
62. Decrease of floating debt during the year, . . . . .	\$1,321 24
63. Increase of mortgage debt during the year, . . . . .	Nothing.
64. Decrease of mortgage debt during the year, . . . . .	Nothing.
65. Increase in cost of road during the year, . . . . .	731 82
66. Decrease in nominal cost of road, . . . . .	Nothing.
67. Increase in cost of equipment during the year, . . . . .	1,358 22
68. Decrease in cost of equipment during the year, . . . . .	Nothing.
69. Increase of unredeemed tickets during the year, . . . . .	} Offset by tickets sold by agents, and used, but not paid for.
70. Decrease of unredeemed tickets during the year, . . . . .	
71. Present amount of unredeemed tickets, . . . . .	} None.
72. List of accidents on road during the year, . . . . .	

WM. E. LIVINGSTON,  
ROBT WOOD,  
ALBERT WHEELER,  
JOHN A. GOODWIN

*Directors of the Lowell Horse Railroad Company.*

MIDDLESEX, ss. January 6, 1869. Then personally appeared Wm. E. Livingston, Robert Wood, and Albert Wheeler, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

BENJ. GODDARD, *Justice of the Peace.*

MIDDLESEX, ss. January 6, 1869. Then personally appeared John A. Goodwin, and made oath to the truth of the foregoing statement by him subscribed.

Before

GEORGE W. COBURN, *Justice of the Peace.*

## REPORT

OF THE

LYNN AND BOSTON RAILWAY COMPANY,  
FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . .	\$200,000 00
2. Capital stock, as voted by the company, . . .	\$200,000 00
3. Capital stock paid in, expressed in money, . . .	200,000 00
4. Funded debt, [See "Sinking Fund" in No. 9. Paid on this,] . . .	50,000 00
5. Floating debt, including amount of unredeemed tickets, . . .	48,047 75
6. Total debt, . . .	98,047 75
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . .	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . .	One for \$50,000.00. One for \$10,000.00 on real estate; one for \$7,500.00 on general equipment; one second mortgage on above property for \$10,- 350.00.
9. Amounts of assets on hand, exclusive of the rail- way and equipments, and exclusive of all prop- erty on hand, used, or which is to be used, in running the railway and keeping it in repair, . [including a sinking fund of \$7,500.00,] . . .	\$18,798 52
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expend- ed for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, inter- est, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . .	\$170,832 68
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . .	About 10½ miles.
12. Length of railway laid with double main track, . .	—
13. Length of branches owned by the company, stat- ing amount of double track, if any, . . .	One mile, single track.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . .	About 4,400 feet.
15. Total length of track, measured as single track, . .	About 12½ miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . .	{ Rolled iron; one-quarter, 45 lbs. per yard, and three- quarters, 25 lbs. per yard.
17. Maximum grade per mile, with length of grade, .	—

- |   |                               |
|---|-------------------------------|
| 18. Shortest radius of curvature, with length of curve, | 40 feet radius; 65 feet long. |
| 19. Total length of track paved, . . . . .              | 10,710 feet.                  |

**COST OF EQUIPMENT.**

20. Number of cars, and cost, . . . . . [32]	\$30,000 00
21. Number of horses, and cost, . . . . . [201]	27,135 00
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .	5,300 00
23. Cost of real estate, including buildings owned by the company, . . . . .	25,780 00
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	230 00
25. Cost of other articles of equipment, . . . . .	11,233 48
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	99,728 48

**DOINGS DURING THE YEAR.**

27. Total number of miles run during the year, . . . . .	432,816	
28. Average cost per mile run, . . . . .	35 82-100 cents.	
29. Total number of passengers carried in the cars, . . . . .		1,796,687
30. Total number of round trips run during the year, . . . . .		37,048
31. Average number of passengers each round trip, . . . . .	48 49-100	
32. Rate of speed adopted, including stops and detentions, . . . . .	6 miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	95	
[Treasurer, superintendent, clerk, 2 receivers, 3 foremen of stables, 23 conductors, 23 drivers, 14 hostlers, 2 harness-cleaners, 3 feeders, 4 watchmen, 1 harness-maker, 4 woodworkers, 1 painter, 3 blacksmiths, 3 helpers, 2 ferrymen and 4 trackmen.]		

**EXPENDITURES FOR WORKING THE RAILWAY.**

34. For repairs of railway, . . . . .	\$5,886 02	
35. For repairs of equipments, . . . . .	16,699 22	
36. For repairs of real estate, . . . . .	1,122 96	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	45,737 98	
38. For interest, . . . . .	5,023 64	
39. For taxes and insurance, other than United States taxes, . . . . .	1,201 11	
40. For United States taxes, . . . . .	3,217 75	
41. For rent and tolls paid other companies for use of their roads, . . . . .	23,939 24	}
42. For amount paid other companies for the use of bridges and ferries, . . . . .		
43. For provender, . . . . .	36,482 19	
44. For loss on horses, . . . . .	7,678 00	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	8,072 36	
46. Total expenses, . . . . .		\$155,060 46

**EARNINGS.**

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$152,134 21
48. From other roads, as toll or rent for use of road, . . . . .	Nothing.



49. From other sources, specifying from what source in each item exceeding five hundred dollars, [sales manure, \$1,224.15; sundries, \$300.00,]	\$1,524 15	
50. Total earnings, . . . . .		\$153,658 36
51. Net earnings, after deducting expenses, . . .	Nothing.	
52. Surplus earnings of previous year on hand, . . .	None.	
53. Total surplus, . . . . .	None.	
54. Dividends declared during the year, . . . . .	None.	
55. Total percentage of dividends for the year, . . .	Nothing.	
56. Present surplus, [deficit,] . . . . .	8,688 07	

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . . . .	} Nothing.	
58. Increase during the year of capital stock paid in, . . .		
59. Increase of funded debt during the year, . . .		
60. Increase of floating debt during the year, . . .		
61. Decrease of funded debt during the year, . . .	\$1,000 00	
62. Decrease of floating debt during the year, . . .	3,785 93	
63. Increase of mortgage debt during the year, . . .	2,850 00	
64. Decrease of mortgage debt during the year, . . .	-	-
65. Increase in cost of road during the year, . . .	Nothing.	
66. Decrease in nominal cost of road, . . . . .	Nothing.	
67. Increase in cost of equipment during the year, . . .	1,075 09	
68. Decrease in cost of equipment during the year, . . .	-	-
69. Increase of unredeemed tickets during the year, . . .	-	-
70. Decrease of unredeemed tickets during the year, . . .	1,982 00	
71. Present amount of unredeemed tickets, . . . . .	1,864 02	
72. List of accidents on road during the year, . . .	-	-

## ACCIDENTS.

*April 5, 1868.*—A car ran off the track while crossing the draw on Charlestown Bridge, and a man who was standing on the rear platform was thrown to the ground, and slightly injured in the back.

*August 10.*—A sailor, while intoxicated, was reeling along the sidewalk on North Street, Boston, and, just as a car was passing him, suddenly fell into the street, and was struck on the head by the brake lever of the car, which was stopped before the wheels touched him. He received a severe flesh wound.

B. P. WINSLOW,  
A. A. BREED,  
G. A. GODBOLD,  
I. STEBBINS,  
JOHN REED,  
ERASTUS RUGG,  
ST. CROIX REDMAN,

*Directors of the Lynn and Boston Railway Company,*

SUFFOLK, ss. December 21, 1868. Then personally appeared B. P. Winslow, A. A. Breed, G. A. Godbold, I. Stebbins, John Reed, Erastus Rugg, St. Croix Redman, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

BENJAMIN H. DEWING, *Justice of the Peace.*

## REPORT

OF THE

## MALDEN AND MELROSE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter, . . . . .		\$200,000 00
2. Capital stock, as voted by the company, . . . . .	\$200,000 00	
3. Capital stock paid in, expressed in money, . . . . .	-	-
4. Funded debt,* . . . . .	52,600 35	
5. Floating debt, including amount of unredeemed tickets, . . . . .	-	-
6. Total debt, . . . . .	-	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	2	52,600 35
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	-	-
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	Nothing.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .		\$60,246 46
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track, . . . . .	18,006 feet.	
12. Length of railway laid with double main track, . . . . .	None.	
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-	-
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	1,000 feet.	
15. Total length of track measured as single track, . . . . .	19,006 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	} 33, 45 and 55½ lbs., rolled iron.	
17. Maximum grade per mile, with length of grade, . . . . .		264 feet per mile.
18. Shortest radius of curvature, with length of curve, . . . . .	-	-
19. Total length of track paved, . . . . .	About 6,000 feet.	

\* Payment of the funded debt is assumed and paid by the Middlesex Railroad Company.

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .	} None.
21. Number of horses and cost, . . . . .	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .	
23. Cost of real estate, including buildings owned by the company, . . . . .	
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	
25. Cost of other articles of equipment, . . . . .	
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	

## DOINGS DURING THE YEAR.\*

27. Total number of miles run during the year, . . . . .	61,922	-
28. Average cost per mile run, . . . . .	-	-
29. Total number of passengers carried in the cars, . . . . .	238,304	-
30. Total number of round trips run during the year, . . . . .	9,079	-
31. Average number of passengers each round trip, . . . . .	26 24-100	-
32. Rate of speed adopted, including stops and detentions, . . . . .	6 miles.	-
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	14	-
[5 conductors, 5 drivers, 3 stablers, 1 watchman.]		

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	-	-
35. For repairs of equipments, . . . . .	-	-
36. For repairs of real estate, . . . . .	-	-
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	-	-
38. For interest, . . . . .	-	-
39. For taxes and insurance, other than United States taxes, . . . . .	-	-
40. For United States taxes, . . . . .	-	-
41. For rent and tolls paid other companies for use of their roads, . . . . .	-	-
42. Amount paid other companies [for the use of bridges and ferries, . . . . .	-	-
43. For provender, . . . . .	-	-
44. For loss on horses, . . . . .	-	-
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	-	-
46. Total expenses, . . . . .	-	-

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$24,472 89	-
48. From other roads, as toll or rent for use of road, . . . . .	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .	-	-
50. Total earnings, . . . . .	-	-
51. Net earnings, after deducting expenses, . . . . .	-	-

\* The road owned by this Company is under lease to the Middlesex R. R. Co. for the term of fifty (50) years from the date of its charter. The lessees are to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this Company, until the same shall equal an annual dividend of eight per cent. on sixteen hundred and fifty-five shares of the capital stock of this Company. The road being equipped, operated and kept in repair by the Middlesex Railroad Company, reference is made to its return for replies to the interrogatories in the blank form of return furnished by the Secretary of the Commonwealth.

52. Surplus earnings of previous year on hand, . . . . .	-	-
53. Total surplus, . . . . .	-	-
54. Dividends declared, during the year, . . . . .	-	-
55. Total percentage of dividends for the year, . . . . .	-	-
56. Present surplus, . . . . .	-	-
<b>MISCELLANEOUS.</b>		
57. Increase during the year of capital stock, as fixed by charter, . . . . .	-	-
58. Increase during the year of capital stock paid in, . . . . .	-	-
59. Increase of funded debt during the year, . . . . .	-	-
60. Increase of floating debt during the year, . . . . .	-	-
61. Decrease of funded debt during the year, . . . . .	-	-
62. Decrease of floating debt during the year, . . . . .	-	-
63. Increase of mortgage debt during the year, . . . . .	-	-
64. Decrease of mortgage debt during the year, . . . . .	\$3,158	15
65. Increase in cost of road during the year, . . . . .	-	-
66. Decrease in nominal cost of road, . . . . .	-	-
67. Increase in cost of equipment during the year, . . . . .	-	-
68. Decrease in cost of equipment during the year, . . . . .	-	-
69. Increase of unredeemed tickets during the year, . . . . .	-	-
70. Decrease of unredeemed tickets during the year, . . . . .	-	-
71. Present amount of unredeemed tickets, . . . . .	-	-
72. List of accidents on road during the year, . . . . .	-	-

JOHN E. M. GILLEY,

J. H. McFARLAND,

*Directors of the Malden and Melrose Railway Company.*

SURREY, ss. December 30, 1868. Then personally appeared John E. M. Gilley and J. H. McFarland, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. HERVEY REED, *Justice of the Peace.*

## REPORT

OF THE

## MARGINAL FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . . . .	\$1,000,000 00
2. Capital stock, as voted by the company, . . . . .	\$200,000 00
3. Capital stock paid in, expressed in money, . . . . .	177,700 00
4. Funded debt, . . . . .	None.
5. Floating debt, including amount of unredeemed tickets, . . . . .	None.
6. Total debt, . . . . .	None.
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	None.
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	12,000 00
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$127,624 03
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . . . . .	2,883 feet.
12. Length of railway laid with double main track, . . . . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	{ 1,985 feet; 389 feet double track.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	None beside branches.
15. Total length of track measured as single track, . . . . .	5,257 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	{ 90 lbs. per y'd. wrought iron, except 305 ft. flat and grooved rails, on short curves.
17. Maximum grade per mile, with length of grade, . . . . .	Substantially level.
18. Shortest radius of curvature, with length of curve, . . . . .	{ 185 ft. radius, 198 ft. long on main track; 67 ft. radius, 305 ft. long on branch.
19. Total length of track paved, . . . . .	4,269 feet.

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .	
21. Number of horses and cost, . . . . .	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .	Nothing.
23. Cost of real estate, including buildings owned by the company, . . . . .	
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	
25. Cost of other articles of equipment, . . . . .	\$50,000 00
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	50,000 00

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	
28. Average cost per mile run, . . . . .	
29. Total number of passengers carried in the cars, . . . . .	
30. Total number of round trips run during the year, . . . . .	Applicable to passenger
31. Average number of passengers each round trip, . . . . .	railroads.
32. Rate of speed adopted, including stops and detentions, . . . . .	
33. Number of persons regularly employed, (specifying the occupations of each,) . . . . .	Six.
[President, vice president, clerk, treasurer, engineer, superintendent of freight.]	

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	
35. For repairs of equipments, . . . . .	Nothing.
36. For repairs of real estate, . . . . .	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	\$5,000 00
38. For interest, . . . . .	Nothing.
39. For taxes and insurance, other than United States taxes, . . . . .	701 50
40. For United States taxes, . . . . .	
41. For rent and tolls paid other companies for use of their roads, . . . . .	
42. Amount paid other companies for the use of bridges and ferries, . . . . .	Nothing.
43. For provender, . . . . .	
44. For loss on horses, . . . . .	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	\$11,545 55
46. Total expenses, . . . . .	\$12,247 05

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	None.
48. From other roads, as toll or rent for use of road, . . . . .	None.
49. From other sources, specifying from what source in each item, exceeding five hundred dollars, . . . . .	\$129 94
50. Total earnings, . . . . .	\$129 94
51. Net earnings, after deducting expenses, . . . . .	None.
52. Surplus earnings of previous year on hand, . . . . .	None.
53. Total surplus, . . . . .	None.
54. Dividends declared during the year, . . . . .	None.
55. Total percentage of dividends for the year, . . . . .	None.
56. Present surplus, . . . . .	None.

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, . . . . .	None.
58. Increase during the year of capital stock paid in, . . . . .	\$83,500 00
59. Increase of funded debt during the year, . . . . .	None.
60. Increase of floating debt during the year, . . . . .	None.
61. Decrease of funded debt during the year, . . . . .	None.
62. Decrease of floating debt during the year, . . . . .	None.
63. Increase of mortgage debt during the year, . . . . .	None.
64. Decrease of mortgage debt during the year, . . . . .	None.
65. Increase in cost of road during the year, . . . . .	83,118 00
66. Decrease in nominal cost of road, . . . . .	None.
67. Increase in cost of equipment during the year, . . . . .	None.
68. Decrease in cost of equipment during the year, . . . . .	None.
69. Increase of unredeemed tickets during the year, . . . . .	None.
70. Decrease of unredeemed tickets during the year, . . . . .	None.
71. Present amount of unredeemed tickets, . . . . .	None.
72. List of accidents on road during the year, . . . . .	None.

THOMAS RUSSELL,  
DANIEL W. LORD,  
N. G. UPHAM,  
EDW'D CRANE,  
ELISHA ATKINS,

*Directors of the Marginal Freight Railway Company.*

SUFFOLK, ss. January 6, 1869. Then personally appeared Thomas Russell, Daniel W. Lord, Nath. G. Upham, Edward Crane and Elisha Atkins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

J. WINGATE THORNTON, *Justice of the Peace.*

## REPORT

OF THE

## MEDFORD AND CHARLESTOWN RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . . . .	\$200,000 00
2. Capital stock, as voted by the company, . . . . .	\$25,000 00
3. Capital stock paid in, expressed in money, . . . . .	21,000 00
4. Funded debt, . . . . .	6,500 00
5. Floating debt, including amount of unredeemed tickets, . . . . .	None.
6. Total debt, . . . . .	6,500 00
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	} One mortgage; balance due, \$6,500.00.
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	None.
	Nothing.
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$36,600 00
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . . . . .	16,258 feet.
12. Length of railway laid with double main track, . . . . .	-
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	1,386 feet.
15. Total length of track measured as single track, . . . . .	16,258 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	} 13,554 feet T rail, 28 lbs. per yard; 18,172 feet T rail, 33 lbs. per yard; 2,362 feet street rail, 45 lbs. per yard; 1,200 feet street rail, 30 lbs. per yard; all wrought iron.



# 258 MEDFORD & CHARLESTOWN [ST.] RAILWAY. [Jan.

17. Maximum grade per mile, with length of grade, .	242 in 986 feet.
18. Shortest radius of curvature, with length of curve, .	{ 200 feet r. 96 feet length of curve.
19. Total length of track paved, . . . . .	1,786 feet.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .	} Equipped and run by the Middlesex Railway Co.
21. Number of horses, and cost, . . . . .	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, . . . . .	
23. Cost of real estate, including buildings owned by the company, . . . . .	
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	
25. Cost of other articles of equipment, . . . . .	
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	

## DOINGS DURING THE YEAR.\*

27. Total number of miles run during the year, .	58,419 miles.
28. Average cost per mile run, . . . . .	-
29. Total number of passengers carried in the cars, .	198,861
30. Total number of round trips run during the year, .	8,999
31. Average number of passengers each round trip, .	22 9-100
32. Rate of speed adopted, including stops and detentions, . . . . .	6 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	14
[6 conductors, 5 drivers, 3 stablers, 1 watchman.]	

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	} Equipped and run by the Middlesex Railway Company.
35. For repairs of equipments, . . . . .	
36. For repairs of real estate, . . . . .	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	
38. For interest, [on bonds of the Medford and Charlestown Railway Company,] . . . . .	
39. For taxes and insurance, other than United States taxes, . . . . .	\$465 00
40. For United States taxes, . . . . .	110 20
41. For rent and tolls paid other companies for use of their roads, . . . . .	78 45
42. Amount paid other companies for the use of bridges and ferries, . . . . .	-
43. For provender, . . . . .	-
44. For loss on horses, . . . . .	-
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	-
46. Total expenses, . . . . .	-

## EARNINGS.†

47. Received from passengers in cars and omnibuses, and for tickets sold, [by the Middlesex Railway Company,] . . . . .	\$21,637 76
48. From other roads, as toll or rent for use of road, .	-

\* The Medford and Charlestown Railway is run by the Middlesex Railway Company, at an annual rental of \$2,240.00.

† As reported by the Middlesex Railway Company.

49. From other sources, specifying from what source in each item exceeding five hundred dollars, .	-	-
50. Total earnings, [of the Medford and Charlestown Railway Company,] . . . . .	{ \$2,240.00 paid Medford and Charlestown Railway Company by the Middlesex Railway Co. as an annual rental.	
51. Net earnings, after deducting expenses, . . . . .		
52. Surplus earnings of previous year on hand, . . . . .		
53. Total surplus, . . . . .		
54. Dividends declared, during the year, . . . . .	-	-
55. Total percentage of dividends for the year, . . . . .	-	-
56. Present surplus, . . . . .	\$141 35	-
<b>MISCELLANEOUS.</b>		
57. Increase during the year of capital stock, as fixed by charter, . . . . .	-	-
58. Increase during the year of capital stock paid in, . . . . .	-	-
59. Increase of funded debt during the year, . . . . .	-	-
60. Increase of floating debt during the year, . . . . .	-	-
61. Decrease of funded debt during the year, . . . . .	-	-
62. Decrease of floating debt during the year, . . . . .	-	-
63. Increase of mortgage debt during the year, . . . . .	-	-
64. Decrease of mortgage debt during the year, . . . . .	\$1,500 00	-
65. Increase in cost of road during the year, . . . . .	-	-
66. Decrease in nominal cost of road, . . . . .	-	-
67. Increase in cost of equipment, during the year, . . . . .	-	-
68. Decrease in cost of equipment during the year, . . . . .	-	-
69. Increase of unredeemed tickets during the year, . . . . .	-	-
70. Decrease of unredeemed tickets during the year, . . . . .	-	-
71. Present amount of unredeemed tickets, . . . . .	-	-
72. List of accidents on road during the year, . . . . .	-	-

LUTHER FARWELL,  
 PETER C. HALL,  
 JAMES O. CURTIS,  
 WILLIAM HASKINS,  
 CHA'S CUMMINGS,

*Directors of the Medford and Charlestown Railway Company.*

MIDDLESEX, ss. January 4, 1869. Then personally appeared Luther Farwell, Peter C. Hall, James O. Curtis, William Haskins and Charles Cummings, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN SPARRELL, *Justice of the Peace.*

## REPORT

OF THE

## MERRIMACK VALLEY HORSE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter, . . . . .		\$80,000 00
2. Capital stock, as voted by the company, . . . . .	\$50,000 00	
3. Capital stock paid in, expressed in money, . . . . .	50,000 00	
4. Funded debt, . . . . .	-	-
5. Floating debt, including amount of unredeemed tickets, . . . . .	12,810 11	
6. Total debt, . . . . .		12,810 11
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	-	-
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	-	-
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	655 80	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$37,767 99	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track, . . . . .	25,778 feet.	
12. Length of railway laid with double main track, . . . . .	-	-
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-	-
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	1,200 feet.	
15. Total length of track measured as single track, . . . . .	26,978 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	O'Brien, 19 lbs. to yard, 16,232 feet; T, 30 lbs to yard, 10,746 feet; wrought iron.	
17. Maximum grade per mile, with length of grade, . . . . .	-	-
18. Shortest radius of curvature, with length of curve, . . . . .	35 ft. radius; 55 ft. curve.	
19. Total length of track paved, . . . . .	About 200 feet.	

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . . [6]	\$6,987 50
21. Number of horses and cost, . . . . . [37]	4,774 20
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . .	3,093 00
23. Cost of real estate, including buildings owned by the company, . . . . .	7,454 42
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	2,180 09
25. Cost of other articles of equipment, . . . . .	1,392 32
26. Net amount at which the equipment stands charged on the books of the company, . . . .	12,472 82

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	54,357
28. Average cost per mile run, . . . . .	29 cents.
29. Total number of passengers carried in the cars, . . . . .	253,194
30. Total number of round trips run during the year, [Many of these were partial trips.] . . . . .	8,760
31. Average number of passengers each round trip, . . . . .	Nearly 29.
32. Rate of speed adopted, including stops and detentions, . . . . .	4 1-3 miles.
33. Number of persons regularly employed, specifying the occupations of each, . . . . . [Superintendent, 6 conductors, 6 drivers, 4 stable hands, 2 road hands.]	- -

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$126 64
35. For repairs of equipments, . . . . .	145 88
36. For repairs of real estate, . . . . .	71 37
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . .	6,084 72
38. For interest, . . . . .	161 58
39. For taxes and insurance, other than United States taxes, . . . . .	241 38
40. For United States taxes, . . . . .	377 27
41. For rent and tolls paid other companies for use of their roads, . . . . .	- -
42. Amount paid other companies for the use of bridges and ferries, . . . . .	- -
43. For provender, . . . . .	5,094 54
44. For loss on horses, . . . . .	- -
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	3,461 87
46. Total expenses, . . . . .	\$15,765 25

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$17,782 11
48. From other roads, as toll or rent for use of road, . . . . .	- -
49. From other sources, specifying from what source, in each item exceeding five hundred dollars, . . . . .	232 00
50. Total earnings, . . . . .	18,014 11
51. Net earnings, after deducting expenses, . . . . .	2,248 86
52. Surplus earnings of previous year on hand, . . . . .	- -
53. Total surplus, . . . . .	\$2,248 86
54. Dividends declared during the year, . . . . .	- -

# 262 MERRIMACK VALLEY [STREET] RAILWAY. [Jan.

55. Total percentage of dividends for the year, . . .	-	-
56. Present surplus, . . . . .	\$2,248 86	-
<b>MISCELLANEOUS.</b>		
57. Increase during the year of capital stock, as fixed by charter, . . .	-	-
58. Increase during the year of capital stock paid in, . .	-	-
59. Increase of funded debt during the year, . . .	-	-
60. Increase of floating debt during the year, . . .	-	-
61. Decrease of funded debt during the year, . . .	-	-
62. Decrease of floating debt during the year, . . .	-	-
63. Increase of mortgage debt during the year, . . .	-	-
64. Decrease of mortgage debt during the year, . . .	-	-
65. Increase in cost of road during the year, . . .	-	-
66. Decrease in nominal cost of road, . . . . .	-	-
67. Increase in cost of equipment during the year, . .	-	-
68. Decrease in cost of equipment during the year, . .	-	-
69. Increase of unredeemed tickets during the year, . .	-	-
70. Decrease of unredeemed tickets during the year, . .	-	-
71. Present amount of unredeemed tickets, . . .	\$240 68	-
72. List of accidents on road during the year, . . .	-	-

NOTE.—The road has been in operation eleven months and eight days. No accidents have occurred. The folly of a conductor caused the payment of \$150.00.

WILLIAM A. RUSSELL,  
A. W. STEARNS,  
W. R. SPALDING,  
H. PLUMMER,  
JAMES WALTON,

*Directors of the Merrimack Valley Horse Railway Company.*

Essex, ss. December 29, 1868. Then personally appeared Wm. A. Russell, A. W. Stearns, Wm. R. Spalding, Heseekiah Plummer and James Walton, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JAMES H. EATON, *Justice of the Peace.*

# REPORT

## OF THE

### METROPOLITAN RAILWAY COMPANY,

#### FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . . . .	\$1,950,000 00
2. Capital stock, as voted by the company, . . . . .	\$1,250,000 00
3. Capital stock paid in, expressed in money, . . . . .	1,250,000 00
4. Funded debt, . . . . .	None.
5. Floating debt, including amount of unredeemed tickets, [Notes payable, \$147,500.00; sundry accounts payable, \$15,670.42; outstanding tickets, \$18,994.02,] . . . . .	177,164 44
6. Total debt, . . . . .	177,164 44
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	None.
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	31,190 63*
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$930,644 78
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . . . . .	17.636 miles.
12. Length of railway laid with double main track, . . . . .	7.676 miles.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	7.313 miles.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	2.664 miles.
15. Total length of track, measured as single track, . . . . .	42.863 miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, [wrought iron,] . . . . .	From 28 to 55 pounds.
17. Maximum grade per mile, with length of grade, . . . . .	251.52 ft. for 400 feet.
18. Shortest radius of curvature, with length of curve, . . . . .	30 ft. radius for 48 feet.
19. Total length of track paved, . . . . .	29.401 miles.

\* N. B.—In addition to the above assets, the Company own 97,089 feet of land on Tremont Street and Columbus Avenue, when extended as contemplated, a part of which is now used, and will hereafter be necessary for the business purposes of the Company.

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .	[156]	\$143,197 94
21. Number of horses and cost, . . . . .	[791]	98,294 69
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .		59,448 35
23. Cost of real estate, including buildings owned by the company, . . . . .		252,072 84
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .		13,922 86
25. Cost of other articles of equipment, . . . . .		46,147 71
26. Net amount at which the equipment stands charged on the books of the company, . . . . .		\$613,083 89

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	1,780,521	
28. Average cost per mile run, . . . . .	35 42-100 cents.	
29. Total number of passengers carried in the cars, . . . . .		12,851,877
30. Total number of round trips run during the year, . . . . .		299,777
31. Average number of passengers each round trip, . . . . .	43	
32. Rate of speed adopted, including stops and detentions, . . . . .	5 to 6 miles per hour.	
33. Number of persons regularly employed, (specifying the occupations of each,) . . . . .	489	
[President, treasurer, secretary, general superintendent, superintendent of construction and repairs, superintendent of stables and horses, 2 station agents, 5 clerks, 6 receivers, 69 mechanics, 9 pavers, 12 track-men, 105 conductors, 105 drivers, 49 hostlers, 10 feeders, 28 watchmen, 10 switchmen, 10 shifters, 8 starters, 2 millers, 28 helpers, 25 track-repairers.]		

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$42,567 71	
35. For repairs of equipments, . . . . .	29,571 61	
36. For repairs of real estate, . . . . .	4,177 72	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	253,027 61	
38. For interest, . . . . .	10,888 03	
39. For taxes and insurance, other than United States taxes, [State tax, \$16,392.13; real estate tax, \$4,469.24; insurance, \$3,250.00,] . . . . .	42,739 93	
40. For United States taxes, [\$18,628.56,] . . . . .		
41. For rent and tolls paid other companies for use of their roads, . . . . .	10,804 56	
42. Amount paid other companies for the use of bridges and ferries, . . . . .	-	-
43. For provender, . . . . .	141,802 38	
44. For loss on horses, . . . . .	6,863 40	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	88,253 81	
46. Total expenses, . . . . .		\$630,696 76

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$734,246 87
48. From other roads, as toll or rent for use of road, . . . . .	19,488 78

49. From other sources, specifying from what source in each item, exceeding five hundred dollars, . . . [Manure, rents, advertising in cars, U. S. mails.]	\$12,244 98	
50. Total earnings, . . .		\$765,980 63
51. Net earnings, after deducting expenses, . . .	135,283 87	
52. Surplus earnings of previous year on hand, . . .	71,090 02	
53. Total surplus, . . .		206,373 89
54. Dividends declared during the year, . . .	Two.	
55. Total percentage of dividends for the year, . . .	10 per cent. and U. S. tax.	
56. Present surplus, . . .	74,794 95	

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . .	None.
58. Increase during the year of capital stock paid in, . . .	None.
59. Increase of funded debt during the year, . . .	None.
60. Increase of floating debt during the year, . . .	None.
61. Decrease of funded debt during the year, . . .	None.
62. Decrease of floating debt during the year, . . .	\$6,033 91
63. Increase of mortgage debt during the year, . . .	None.
64. Decrease of mortgage debt during the year, . . .	None.
65. Increase in cost of road during the year, . . .	19,384 19
66. Decrease in nominal cost of road, . . .	None.
67. Increase in cost of equipment during the year, . . .	1,118 88
68. Decrease in cost of equipment during the year, . . .	None.
69. Increase of unredeemed tickets during the year, . . .	1,019 00
70. Decrease of unredeemed tickets during the year, . . .	None.
71. Present amount of unredeemed tickets, . . .	13,994 02
72. List of accidents on road during the year, . . .	- -

## ACCIDENTS.

1868. *April 1.*—A small lad ran after his ball in front of a passing car, was run over and injured fatally.

*April 8.*—A man, while intoxicated, fell from a car and fractured his leg.

*June 3.*—A man claims he was struck by the pole of a car as he stepped backward on the track.

*June 14.*—A man, in attempting to enter a moving car, fell and lost his arm.

*July 29.*—A man was fatally injured while attempting to leap on to the platform of a moving car.

*August 1.*—A young lad ran directly in front of the horses of a car, fell, and was run over and fatally injured.

*August 15.*—An intoxicated man broke his arm in leaping on to the platform of a car. His arm was amputated.

*October 2.*—An intoxicated man fell from the front platform of a car and broke his leg.

*November 16.*—A man, while intoxicated, lost his arm by stepping from a car in motion, the wheel passing over it.

*November 17.*—A man had his arm broken by being hit by a car.

Several minor accidents occurred during the year by persons leaving the cars while in motion.



In each of the above fatal cases a jury of inquest has exonerated the Company and its employes from blame.

WM. CUMSTON,  
J. H. DRAPER,  
HAYWARD P. CUSHING,  
LIBERTY BIGELOW,  
SILAS POTTER,  
WILLIAM HENDRY,

*Directors of the Metropolitan Railway Company.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 23, 1868. Then personally appeared Wm. Cumston, J. H. Draper, Hayward P. Cushing, Liberty Bigelow, Silas Potter and William Hendry, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN L. ANDREWS, *Justice of the Peace.*

# REPORT

## OF THE

### MIDDLESEX RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

#### CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .	\$400,000 00
2. Capital stock, as voted by the company, . . . . .	\$400,000 00
3. Capital stock paid in, expressed in money, . . . . .	400,000 00
4. Funded debt, . . . . .	91,902 50
5. Floating debt, including amount of unredeemed tickets, . . . . .	28,917 22
6. Total debt, . . . . .	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	One for \$100,000.*
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	Two—\$10,000 and \$6,000.†
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	84,634 19

#### COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$367,432 34
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#### CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	5,761 feet.
12. Length of railway laid with double main track, . . . . .	12,163 feet.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	Somerville Branch, 2,276 ft.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	3,130 feet.
15. Total length of track measured as single track, . . . . .	39,174 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	31,113 ft. rolled iron, 56 lbs.; 5,331 ft. 42 lbs.; 3,130 ft. flat and grooved rail.

\* One for \$100,000. Bonds for \$98,500 issued. Reduced by sinking fund, \$6,597.50.

† Two on real estate—\$10,000 and \$6,000, and \$60,000 bonds of Malden and Melrose Railroad Company, payment of which was assumed by this company; now reduced by sinking fund, \$18,129.66, —\$41,870.36, a reduction of \$2,624.15 during the year.

17. Maximum grade per mile, with length of grade, .	261 feet, 400 feet.
18. Shortest radius of curvature, with length of curve, .	36 feet, 48 feet.
19. Total length of track paved, . . . . .	All paved.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . . [47]	\$40,641 34
21. Number of horses, and cost, . . . . . [254]	36,475 00
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .	9,281 54
23. Cost of real estate, including buildings owned by the company, . . . . .	37,567 81
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	14,776 31
25. Cost of other articles of equipment, . . . . .	16,659 44
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	155,401 74

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	539,914
28. Average cost per mile run, . . . . .	35 19-100
29. Total number of passengers carried in the cars, . . . . .	3,304,628
30. Total number of round trips run during the year, . . . . .	95,199
31. Average number of passengers each round trip . . . . .	34 71-100
32. Rate of speed adopted, including stops and detentions, . . . . .	5 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	126
[President, treasurer, superintendent, 2 clerks, 2 overseers of stables, 31 conductors, 31 drivers, 17 hostlers, 2 shifters, 4 mechanics, (car shop,) 2 painters, 6 blacksmiths, 1 harness maker, 4 watchmen, 9 road men, 1 harness cleaner, 2 switchmen, 1 station agent, 4 feeders, 2 helpers, 2 inspectors.]	

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$8,266 86
35. For repairs of equipments, . . . . .	16,405 12
36. For repairs of real estate, . . . . .	490 99
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .	62,729 58
38. For interest, . . . . .	8,915 18
39. For taxes and insurance, other than United States taxes, . . . . .	4,769 68
40. For United States taxes, . . . . .	5,518 79
41. For rent and tolls paid other companies for use of their roads, . . . . .	3,318 09
42. Amount paid other companies for the use of bridges and ferries, . . . . .	958 43
43. For provender, . . . . .	49,008 05
44. For loss on horses, . . . . .	4,599 50
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	25,000 44
46. Total expenses, . . . . .	\$189,980 71

**EARNINGS.**

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$205,108 57	
48. From other roads, as toll or rent for use of road, . . . . .	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .	-	-
[Manure,] . . . . .	1,531 54	
50. Total earnings, . . . . .		\$206,640 11
51. Net earnings, after deducting expenses, . . . . .	16,659 40	
52. Surplus earnings of previous year on hand, . . . . .	17,939 03	
53. Total surplus, . . . . .		34,598 43
54. Dividends declared during the year, . . . . .	None.	
55. Total percentage of dividends for the year, . . . . .	None.	
56. Present surplus, . . . . .	34,598 43	

**MISCELLANEOUS.**

57. Increase during the year of capital stock, as fixed by charter, . . . . .	None.	
58. Increase during the year of capital stock paid in, . . . . .	None.	
59. Increase of funded debt during the year, . . . . .	\$50,363 35	
60. Increase of floating debt during the year, . . . . .	-	-
61. Decrease of funded debt during the year, . . . . .	-	-
62. Decrease of floating debt during the year, . . . . .	40,776 56	
63. Increase of mortgage debt during the year, . . . . .	10,000 00	
64. Decrease of mortgage debt during the year, . . . . .	-	-
65. Increase in cost of road during the year, . . . . .	406 26	
66. Decrease in nominal cost of road, . . . . .	-	-
67. Increase in cost of equipment during the year, . . . . .	22,742 67	
68. Decrease in cost of equipment during the year, . . . . .	-	-
69. Increase of unredeemed tickets during the year, . . . . .	-	-
70. Decrease of unredeemed tickets during the year, . . . . .	5 05	
71. Present amount of unredeemed tickets, . . . . .	2,211 78	
72. List of accidents on road during the year, . . . . .	-	-

**ACCIDENTS.**

*December 7, 1867.*—A man fell from the front platform of a car, and his head was somewhat injured.

*May 23, 1868.*—A man (intoxicated) fell from the front platform, and was injured so that death ensued at City Hospital.

*October 5.*—A child twenty-four months old, unattended, ran on to the track, and was knocked down and killed.

CHARLES E. POWERS,  
WM. H. KENT,  
JAMES BECK,  
JOHN GOLDTHWAIT,  
GEO. W. PALMER,  
LUTHER FARWELL,  
GEORGE E. HERSEY,

*Directors of the Middlesex Railway Company.*

**SUFFOLK, ss.** January 4, 1869. Then personally appeared Charles E. Powers, Wm. H. Kent, James Beck, John Goldthwait, Geo. W. Palmer, Luther Farwell and Geo. E. Hersey, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

LINUS CHILD, *Justice of the Peace.*

## REPORT

OF THE

NORTHAMPTON AND WILLIAMSBURG RAILWAY  
COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . . . .	\$300,000 00
2. Capital stock, as voted by the company, . . . . .	\$300,000 00
3. Capital stock paid in, expressed in money, . . . . .	300,000 00
4. Funded debt, . . . . .	-
5. Floating debt, including amount of unredeemed tickets, . . . . .	70 78
6. Total debt, . . . . .	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	-
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	One—\$3,700 00
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	562 03
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	Road built and equipped by contract—\$300,000.00.
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . . . . .	3 22-100 miles.
12. Length of railway laid with double main track, . . . . .	-
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	700 feet.
15. Total length of track measured as single track, . . . . .	17,356 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	17,398 feet wrought rail, 33 lbs. per yard; 458 feet cast rail, 72 lbs. per yard.
17. Maximum grade per mile, with length of grade, . . . . .	264 ft. per mile, 790 ft. long.
18. Shortest radius of curvature, with length of curve, . . . . .	50 feet; 200 feet.
19. Total length of track paved, . . . . .	500 feet.

## COST OF EQUIPMENT.

20. Number of cars, and cost, [4 cars, 2 sleighs,] . . .  
 21. Number of horses, and cost, . . . [17]  
 22. Cost of omnibuses, sleighs, and other vehicles,  
 excepting cars, owned by the company, . . .  
 23. Cost of real estate, including buildings owned by  
 the company, . . .  
 24. Cost of buildings owned by the company, on land  
 not owned by the company, . . .  
 25. Cost of other articles of equipment, . . .  
 26. Net amount at which the equipment stands  
 charged on the books of the company, . . .

See Cost of Railway.

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . .  
 28. Average cost per mile run, . . .  
 29. Total number of passengers carried in the cars, . . .  
 30. Total number of round trips run during the year, . . .  
 31. Average number of passengers each round trip, . . .  
 32. Rate of speed adopted, including stops and de-  
 tentions, . . .  
 33. Number of persons regularly employed, specifying  
 the occupations of each, . . .  
 [1 clerk, 2 conductors, 2 drivers, 2 [hostlers, 1  
 stable overseer, 1 watchman, 1 roadman.]

40,685

32 2-5.

119,815

6,357

19

6 miles per hour.

10

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . .  
 35. For repairs of equipments, . . .  
 36. For repairs of real estate, . . .  
 37. For wages, including the wages of every person  
 regularly employed, excepting the president,  
 directors, superintendent and treasurer, . . .  
 38. For interest, . . .  
 39. For taxes and insurance, other than United States  
 taxes, . . .  
 40. For United States taxes, . . .  
 41. For rent and tolls paid other companies for use  
 of their roads, . . .  
 42. Amount paid other companies for the use of  
 bridges and ferries, . . .  
 43. For provender, . . .  
 44. For loss on horses, . . .  
 45. For incidental expenses, — to include printing,  
 president's, directors', superintendent's and  
 treasurer's salaries, and all other expenses not  
 herein before included, . . .  
 46. Total expenses, . . .

\$290 26

853 43

258 19

5,780 37

245 00

260 45

274 31

-

-

-

-

3,355 35

-

-

2,004 18

\$13,321 54

## EARNINGS.

47. Received from passengers in cars and omnibuses,  
 and for tickets sold, . . .  
 48. From other roads, as toll or rent for use of road, . . .  
 49. From other sources, specifying from what source  
 in each item exceeding five hundred dollars,  
 [Adv. in cars, rent, manure and sundries,] . . .  
 50. Total earnings, . . .  
 51. Net earnings, after deducting expenses, . . .  
 52. Surplus earnings of previous year on hand, . . .  
 53. Total surplus, . . .  
 54. Dividends declared during the year, . . .

\$10,393 97

-

-

3,489 60

\$13,883 57

562 03

-

-

562 03

-

-

55. Total percentage of dividends for the year, . . .	-	-
56. Present surplus, . . . . .	\$562 03	-
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter, . . . . .	-	-
58. Increase during the year of capital stock paid in, . . . . .	-	-
59. Increase of funded debt during the year, . . . . .	-	-
60. Increase of floating debt during the year, . . . . .	-	-
61. Decrease of funded debt during the year, . . . . .	-	-
62. Decrease of floating debt during the year, . . . . .	\$2,247 05	-
63. Increase of mortgage debt during the year, . . . . .	-	-
64. Decrease of mortgage debt during the year, . . . . .	500 00	-
65. Increase in cost of road during the year, . . . . .	-	-
66. Decrease in nominal cost of road, . . . . .	-	-
67. Increase in cost of equipment during the year, . . . . .	-	-
68. Decrease in cost of equipment during the year, . . . . .	-	-
69. Increase of unredeemed tickets during the year, . . . . .	8 78	-
70. Decrease of unredeemed tickets during the year, . . . . .	-	-
71. Present amount of unredeemed tickets, . . . . .	70 78	-
72. List of accidents on road during the year, . . . . .	-	-

## ACCIDENT.

January 25, 1868.—One man's wrist slightly injured by falling from aleigh.

J. WYMAN JONES,  
N. CURTIS WHITE,  
M. H. SPAULDING,

*Directors of the Northampton and Williamsburg Street Railway Company.*

## STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. December 29, 1868. Then personally appeared J. Wyman Jones and N. Curtis White, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, as witness my hand and official seal,

CHARLES NETTLETON,

*Commissioner for Massachusetts in New York.*

HAMPSHIRE, ss. December 30, 1868. Personally appeared M. H. Spaulding, and made oath to the truth of the foregoing statement.

Before me,

A. PERRY PECK, *Justice of the Peace.*

## REPORT

OF THE

## NORTH WOBURN RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$50,000 00
2. Capital stock, as voted by the company, . . . . .	\$25,000 00	
3. Capital stock paid in, expressed in money, . . . . .	20,950 00	
4. Funded debt, . . . . .	8,000 00	
5. Floating debt, including amount of unredeemed tickets, . . . . .	4,420 60	
6. Total debt, . . . . .		12,420 60
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	One for \$8,000.00	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	-	-
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, [Cash,] . . . . .	240 19	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$24,012 11
--	-------------

## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	2 miles, 5 furlongs, 10 rods.
12. Length of railway laid with double main track, . . . . .	-
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	One turnout, 160 feet; one side track, 100 feet.
15. Total length of track, measured as single track, . . . . .	2 miles, 5 furlongs, 25 rods.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	108 rods wrought flat rail; balance, wrought T rail, 41 lbs. per yard.
17. Maximum grade per mile, with length of grade, . . . . .	5.18 feet in 100 feet.
18. Shortest radius of curvature, with length of curve, . . . . .	218.7 feet for 160 feet.
19. Total length of track paved, . . . . .	2,210 feet.



## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . . [2]	\$2,205 00	
21. Number of horses, and cost, . . . . . [6]	1,050 00	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .	165 00	
23. Cost of real estate, including buildings owned by the company, . . . . .	-	-
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	2,800 00	
25. Cost of other articles of equipment, . . . . .	225 00	
26. Net amount at which the equipment stands charged on the books of the company, . . . . .		\$3,645 00

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	15,045	
28. Average cost per mile run, . . . . .	22½ cents.	
29. Total number of passengers carried in the cars, . . . . .	54,283½	
30. Total number of round trips run during the year, . . . . .	2,832	
31. Average number of passengers each round trip, . . . . .	19 1-7	
32. Rate of speed adopted, including stops and deten- tions, . . . . .	6½ miles per hour.	
33. Number of persons regularly employed, specify- ing the occupations of each, . . . . . [Superintendent, conductor, driver and hostler,]	4	

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$36 43	
35. For repairs of equipments, . . . . .	25 73	
36. For repairs of real estate, . . . . .	-	-
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	772 33	
38. For interest, . . . . .	448 76	
39. For taxes and insurance, other than United States taxes, . . . . .	329 76	
40. For United States taxes, . . . . .	108 76	
41. For rent and tolls paid other companies for use of their roads, . . . . .	-	-
42. For amount paid other companies for the use of bridges and ferries, . . . . .	-	-
43. For provender, [including horse shoeing,] . . . . .	1,436 90	
44. For loss on horses, . . . . .	-	-
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	1,289 65	
46. Total expenses, . . . . .		\$3,365 99

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$4,173 54	
48. From other roads, as toll or rent for use of road, . . . . .	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .	-	-
50. Total earnings, . . . . .		\$4,173 54
51. Net earnings, after deducting expenses, . . . . .	807 70	
52. Surplus earnings of previous year on hand, . . . . .	-	-
53. Total surplus, . . . . .	-	-
54. Dividends declared, during the year, . . . . .	-	-
55. Total percentage of dividends for the year, . . . . .	-	-
56. Present surplus, . . . . .	-	-

MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter, . . .	-	-
58. Increase during the year of capital stock paid in, . . .	-	-
59. Increase of funded debt during the year, . . .	-	-
60. Increase of floating debt during the year, . . .	-	-
61. Decrease of funded debt during the year, . . .	-	-
62. Decrease of floating debt during the year, . . .	\$1,070 40	-
63. Increase of mortgage debt during the year, . . .	-	-
64. Decrease of mortgage debt during the year, . . .	-	-
65. Increase in cost of road during the year, . . .	150 00	-
66. Decrease in nominal cost of road, . . .	-	-
67. Increase in cost of equipment during the year, . . .	125 00	-
68. Decrease in cost of equipment during the year, . . .	-	-
69. Increase of unredeemed tickets during the year, . . .	-	-
70. Decrease of unredeemed tickets during the year, . . .	-	-
71. Present amount of unredeemed tickets, . . .	53 25	-
72. List of accidents on road during the year, . . .	None.	-

MOSES F. WINN,  
CHARLES BOND,  
JOHN R. KIMBALL,  
EDWARD E. THOMPSON,  
D. D. HART,

*Directors of the North Woburn Street Railway Company.*

MIDDLESEX, ss. December 31, 1868. Then personally appeared Moses F. Winn, Charles Bond, John R. Kimball, Edward E. Thompson and D. D. Hart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

ALBERT THOMPSON, *Justice of the Peace.*

R E P O R T  
OF THE  
QUINCY RAILWAY COMPANY,  
FOR THE YEAR ENDING NOVEMBER 30, 1868.

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Shortly after the last Annual Report of the Company was made, operations on the Road were suspended, and the property of the Company was taken possession of by the Trustees appointed under the mortgage made to secure the bondholders; and consequently the Company, by its officers, has no further returns to make.

PETER BUTLER,  
GEO. EATON,

*Directors of the Quincy Railway Corporation.*

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SUFFOLK, ss. January 14, 1869. Then personally appeared Peter Butler and George Eaton, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

G. T. BIGELOW, *Justice of the Peace.*

## REPORT

OF THE

## SALEM AND SOUTH DANVERS RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$150,000 00
2. Capital stock, as voted by the company, . . . . .	\$150,000 00	
3. Capital stock paid in, expressed in money, . . . . .	150,000 00	
4. Funded debt, . . . . .	32,100 00	
5. Floating debt, including amount of unredeemed tickets, . . . . .	11,561 05	
6. Total debt, . . . . .		43,661 05
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	{ One mortgage and a supplementary mortgage to secure \$35,000 of bonds.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	{ One of \$1,800 on house and land.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	7,830 21	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, [including Nos. 20 to 26, and excepting \$2,828. House and land independent,] . . . . .	\$182,844 72
--	--------------

## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	6 8-10 miles.
12. Length of railway laid with double main track, . . . . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	{ 5,640 ft. to South Salem, or 1 7-100 miles.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	2,100 feet.
15. Total length of track measured as single track, . . . . .	7 15-100 miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	71 lbs. and 45 lbs.; cast iron.

# 278 SALEM AND SO. DANVERS [ST.] RAILWAY. [Jan.

17. Maximum grade per mile, with length of grade, .	{ 190 ft. per mile for $\frac{1}{4}$ of a mile.
18. Shortest radius of curvature, with length of curve, .	{ 50 ft. for a distance of 75 ft.
19. Total length of track paved, . . . . .	10,400 feet.
[Whole pavement, . . . . . 7,082]	
[Two rails paved, . . . . . 800]	
[One rail paved, . . . . . 2,518]	

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .	15 cars.
21. Number of horses and cost, . . . . .	47 horses.
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .	- -
23. Cost of real estate, including buildings owned by the company, . . . . .	Assessed for \$13,000.
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	None.
25. Cost of other articles of equipment, . . . . .	- -
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	Included in No. 10.

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	123,511	
28. Average cost per mile run, . . . . .	26 9-10 cents.	
29. Total number of passengers carried in the cars, . . . . .		576,080
30. Total number of round trips run during the year, . . . . .		22,910
31. Average number of passengers each round trip, . . . . .	25 1-7	
32. Rate of speed adopted, including stops and detentions, . . . . .	About 5 miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	28	
[President, superintendent, (who is also treasurer,) receiver, 2 clerks, 3 conductors, 8 drivers, 2 blacksmiths, 1 carpenter, 5 stable hands, 4 car and track-cleaners.]		

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$800 00	
35. For repairs of equipments, . . . . .	3,073 13	
36. For repairs of real estate, . . . . .	-	-
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	12,378 20	
38. For interest, . . . . .	2,148 72	
39. For taxes and insurance, other than United States taxes, . . . . .	847 73	
40. For United States taxes, . . . . .	724 05	
41. For rent and tolls paid other companies for use of their roads, . . . . .	-	-
42. Amount paid other companies for the use of bridges and ferries, . . . . .	-	-
43. For provender, . . . . .	9,441 52	
44. For loss on horses, . . . . .	-	-
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	3,775 63	
46. Total expenses, . . . . .		\$33,188 98

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$31,748 80	
48. From other roads, as toll or rent for use of road, . . . . .	-	-

49. From other sources, specifying from what source in each item exceeding five hundred dollars, [chiefly manure,]	\$1,163 11	
50. Total earnings,		\$32,911 91
51. Net earnings, after deducting expenses,	-	-
52. Surplus earnings of previous year on hand,	-	-
53. Total surplus,	-	-
54. Dividends declared during the year,	None.	-
55. Total percentage of dividends for the year,	-	-
56. Present surplus,	None.	-

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter,	-	-
58. Increase during the year of capital stock paid in,	-	-
59. Increase of funded debt during the year,	\$100 00	
60. Increase of floating debt during year, [\$5,292.98]	} 572 42	
[Less increased assets, 4,720.50,]		
61. Decrease of funded debt during the year,	-	-
62. Decrease of floating debt during the year,	-	-
63. Increase of mortgage debt during the year,	-	-
64. Decrease of mortgage debt during the year,	-	-
65. Increase in cost of road during the year,	-	-
66. Decrease in nominal cost of road,	-	-
67. Increase in cost of equipment during the year,	528 05	
68. Decrease in cost of equipment during the year,	-	-
69. Increase of unredeemed tickets during the year,	-	-
70. Decrease of unredeemed tickets during the year,	3,195 66	
71. Present amount of unredeemed tickets,	1,272 41	
72. List of accidents on road during the year,	-	-

ABNER C. GOODELL, JR.,  
WILLIAM MACK,  
J. H. LEAVITT,

*Directors of the Salem and South Danvers Railway Company,*

## COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. January 7, 1869. Then personally appeared Abner C. Goodell, Jr., William Mack and Joseph H. Leavitt, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JAMES ROPES, *Justice of the Peace.*

## REPORT

OF THE

## SOMERVILLE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter, . . . . .	\$100,000 00
2. Capital stock, as voted by the company, . . . . .	\$75,000 00
3. Capital stock paid in, expressed in money, . . . . .	75,000 00
4. Funded debt, . . . . .	
5. Floating debt, including amount of unredeemed tickets, . . . . .	
6. Total debt, . . . . .	
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	None.
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$75,000 00
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track, . . . . .	19,041 feet.
12. Length of railway laid with double main track, . . . . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	598 feet.
15. Total length of track, measured as single track, . . . . .	19,639 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	4,911 feet rolled, 42 lbs.; 14,728 feet rolled, 28 lbs.
17. Maximum grade per mile, with length of grade, . . . . .	Nominal.
18. Shortest radius of curvature, with length of curve, . . . . .	168 feet—75 feet.
19. Total length of track paved, . . . . .	4,911 feet.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .  
 21. Number of horses, and cost, . . . . .  
 22. Cost of omnibuses, aleighs and other vehicles, excepting cars, owned by the company, . . . . .  
 23. Cost of real estate, including buildings owned by the company, . . . . .  
 24. Cost of buildings owned by the company, on land not owned by the company, . . . . .  
 25. Cost of other articles of equipment, . . . . .  
 26. Net amount at which the equipment stands charged on the books of the company, . . . . .

Road operated by Middlesex and Union Railway Companies.

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .  
 28. Average cost per mile run, . . . . .  
 29. Total number of passengers carried in the cars, . . . . .  
 30. Total number of round trips run during the year, . . . . .  
 31. Average number of passengers each round trip, . . . . .  
 32. Rate of speed adopted, including stops and detentions, . . . . .  
 33. Number of persons regularly employed, specifying the occupations of each, . . . . .

Milk Street line, 47,993 miles; Union Square line, 18,317 miles.

338,407  
19,892

17

6 miles per hour.

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .  
 35. For repairs of equipments, . . . . .  
 36. For repairs of real estate, . . . . .  
 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .  
 38. For interest, . . . . .  
 39. For taxes and insurance, other than U. S. taxes, . . . . .  
 40. For United States taxes, . . . . .  
 41. For rent and tolls paid other companies for use of their roads, . . . . .  
 42. Amount paid other companies for the use of bridges and ferries, . . . . .  
 43. For provender, . . . . .  
 44. For loss on horses, . . . . .  
 45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .  
 46. Total expenses, . . . . .

All paid by lessees.

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .  
 48. From other roads, as toll or rent for use of road, . . . . .  
 49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .  
 50. Total earnings, . . . . .  
 51. Net earnings, after deducting expenses, . . . . .  
 52. Surplus earnings of previous year on hand, . . . . .  
 53. Total surplus, . . . . .  
 54. Dividends declared during the year, . . . . .  
 55. Total percentage of dividends for the year, . . . . .  
 56. Present surplus, . . . . .

Received by lessees.  
\$4,500 00

Nothing.

\$4,500 00

4,500 00

Nothing.

Nothing.

Two.

6 per cent.

Nothing.



MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, . . .	} None.
58. Increase during the year of capital stock paid in, . . .	
59. Increase of funded debt during the year, . . .	
60. Increase of floating debt during the year, . . .	
61. Decrease of funded debt during the year, . . .	
62. Decrease of floating debt during the year, . . .	
63. Increase of mortgage debt during the year, . . .	
64. Decrease of mortgage debt during the year, . . .	
65. Increase in cost of road during the year, . . .	
66. Decrease in nominal cost of road, . . .	
67. Increase in cost of equipment during the year, . . .	
68. Decrease in cost of equipment during the year, . . .	
69. Increase of unredeemed tickets during the year, . . .	
70. Decrease of unredeemed tickets during the year, . . .	
71. Present amount of unredeemed tickets, . . .	
72. List of accidents on road during the year, . . .	

CHARLES E. POWERS,  
GEO. O. BRASTOW,  
ENOCH ROBINSON,  
R. E. DEMMON,  
S. E. SEWALL,

*Directors of the Somerville Horse Railway Company.*

SUFFOLK, ss. January 4, 1869. Then personally appeared Charles E. Powers, George O. Brastow, Enoch Robinson, R. E. Demmon and S. E. Sewall, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

LINUS CHILD, *Justice of the Peace.*

## REPORT

OF THE

## SOUTH BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter, . . . . .		\$450,000 00
2. Capital stock, as voted by the company, . . . . .	\$450,000 00	
3. Capital stock paid in, expressed in money, . . . . .	400,000 00	
4. Funded debt, . . . . .	-	-
5. Floating debt, including amount of unredeemed tickets, . . . . .	12,047 06	
6. Total debt, . . . . .		12,047 06
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	-	-
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	-	-
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	3,778 43	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$168,493 18	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track, . . . . .	18,016.60 feet.	
12. Length of railway laid with double main track, . . . . .	7,975.55 feet.	
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	-	-
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	2,175.75 feet.	
15. Total length of track measured as single track, . . . . .	36,143.45 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	} 1,682 ft., 45 lbs.; 23,090.40 ft., 55 lbs.; 11,371.05 ft., 56 lbs.;—all rolled.	
17. Maximum grade per mile, with length of grade, . . . . .		
18. Shortest radius of curvature, with length of curve, . . . . .	355 feet, 400 feet.	
19. Total length of track paved, . . . . .	33 feet radius, 46½ feet.	
	All paved.	

COST OF EQUIPMENT.	
20. Number of cars, and cost, . . . . . [39]	\$37,978 00
21. Number of horses, and cost, . . . . . [265]	37,945 00
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, . . . . .	20,965 00
23. Cost of real estate, including buildings owned by the company, . . . . .	93,523 72
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	- -
25. Cost of other articles of equipment, . . . . .	42,124 50
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	232,586 22
DOINGS DURING THE YEAR.	
27. Total number of miles run during the year, . . . . .	533,598.4
28. Average cost per mile run, . . . . .	35 3-10 cents, nearly.
29. Total number of passengers carried in the cars, . . . . .	3,752,820
30. Total number of round trips run during the year, . . . . .	93,788
31. Average number of passengers each round trip, . . . . .	40
32. Rate of speed adopted, including stops and detentions, . . . . .	5 miles.
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	124
[1 president, 1 superintendent, 1 treasurer, 35 conductors, 35 drivers, 2 receivers, 5 watchmen and feeders, 1 foreman, 20 hostlers, 3 helpers, 4 wood-workers, 11 blacksmiths, 4 painters, 3 track-men, 1 harness-maker, 1 starter.]	
EXPENDITURES FOR WORKING THE RAILWAY.	
34. For repairs of railway, . . . . .	\$4,223 73
35. For repairs of equipments, . . . . .	9,764 01
36. For repairs of real estate, . . . . .	965 00
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .	78,696 48
38. For interest, . . . . .	- -
39. For taxes and insurance, other than United States taxes, . . . . .	7,019 41
40. For United States taxes, . . . . .	5,185 24
41. For rent and tolls paid other companies for use of their roads, . . . . .	12,087 91
42. Amount paid other companies for the use of bridges and ferries, . . . . .	- -
43. For provender, . . . . .	48,632 02
44. For loss on horses, . . . . .	2,673 25
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .	18,941 24
46. Total expenses, . . . . .	\$188,188 47
EARNINGS.	
47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$201,279 53
48. From other roads, as toll or rent for use of road, . . . . .	4,178 21
[Sale of manure and car advertising,]	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .	3,706 73
50. Total earnings, . . . . .	\$209,164 47
51. Net earnings, after deducting expenses, . . . . .	20,976 00

52. Surplus earnings of previous year on hand, . . . . .	\$17,542 36	
53. Total surplus, . . . . .		\$38,518 36
54. Dividends declared, during the year, . . . . .	38,203 82	
55. Total percentage of dividends for the year, [exclusive of government tax,] . . . . .	9½ per cent.	
56. Present surplus, . . . . .	814 64	
<b>MISCELLANEOUS.</b>		
57. Increase during the year of capital stock, as fixed by charter, . . . . .	—	—
58. Increase during the year of capital stock paid in, . . . . .	\$75,000 00	—
59. Increase of funded debt during the year, . . . . .	—	—
60. Increase of floating debt during the year, . . . . .	—	—
61. Decrease of funded debt during the year, . . . . .	—	—
62. Decrease of floating debt during the year, . . . . .	62,289 10	—
63. Increase of mortgage debt during the year, . . . . .	—	—
64. Decrease of mortgage debt during the year, . . . . .	—	—
65. Increase in cost of road during the year, . . . . .	1,636 50	—
66. Decrease in nominal cost of road, . . . . .	—	—
67. Increase in cost of equipment, during the year, . . . . .	—	—
68. Decrease in cost of equipment during the year, . . . . .	2,074 50	—
69. Increase of unredeemed tickets during the year, . . . . .	710 90	—
70. Decrease of unredeemed tickets during the year, . . . . .	—	—
71. Present amount of unredeemed tickets, . . . . .	1,547 06	—
72. List of accidents on road during the year, . . . . .	—	—

#### ACCIDENTS.

*March 16, 1868.*—A passenger, stepping from the platform down upon the step, lost his balance and fell, striking his head upon the ground. No serious injury.

*May 23.*—A man mortally injured, being struck by the pole of a car.

*June 4.*—A lady passenger, leaving car at rest, by some means fell, and was slightly injured.

*June 13.*—A man riding on front platform in an intoxicated condition, fell off, and the wheel passed over his foot. Amputation was necessary. Death ensued.

*July 31.*—A child, putting the hands upon the side of a car, fell, when the wheel passed over several fingers of one hand, severing them.

*November 27.*—A man, intoxicated, fell from the front of a car, and was caught by the brake at the arm, and badly hurt.

SETH ADAMS,  
MATTHEW BOLLES,  
N. P. MANN,  
E. H. BAKER,

*Directors of the South Boston Railway Company.*

**SUFFOLK. ss.** December 29, 1868. Then personally appeared Seth Adams, Matthew Bolles, N. P. Mann and E. H. Baker, a majority of the directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

H. P. HANSON, *Justice of the Peace.*

## REPORT

OF THE

## STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter, . . . . .		\$50,000 00
2. Capital stock, as voted by the company, . . . . .	\$33,000 00	
3. Capital stock paid in, expressed in money, . . . . .	33,000 00	
4. Funded debt, . . . . .	-	-
5. Floating debt, including amount of unredeemed tickets, . . . . .	1,500 00	
6. Total debt, . . . . .		1,500 00
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	None.	
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	None.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$31,000 00	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track, . . . . .	2½ miles.	
12. Length of railway laid with double main track, . . . . .	None.	
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	200 feet.	
15. Total length of track measured as single track, . . . . .	2½ miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	33 lbs.	
17. Maximum grade per mile, with length of grade, . . . . .	6-100; length, 100 feet.	
18. Shortest radius of curvature, with length of curve, . . . . .	120; length, 121 feet.	
19. Total length of track paved, . . . . .	None.	

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .	4 cars, \$2,582.50.
21. Number of horses, and cost, . . . . .	13 horses, \$2,600.
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .	\$1,061 94
23. Cost of real estate, including buildings owned by the company, . . . . .	1,150 00
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .	1,150 00
25. Cost of other articles of equipment, . . . . .	- -
26. Net amount at which the equipment stands charged on the books of the company, . . . . .	8,844 44

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .	59½	20,345
28. Average cost per mile run, . . . . .		
29. Total number of passengers carried in the cars, . . . . .		116,492
30. Total number of round trips run during the year, . . . . .		4,069
31. Average number of passengers each round trip, . . . . .	27 63-100.	
32. Rate of speed adopted, including stops and detentions, . . . . .	7½ miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, . . . . .	{ 2 conductors, 2 drivers, 1 stable-man.	

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .	\$1,613 59	
35. For repairs of equipments, . . . . .	1,010 64	
36. For repairs of real estate, . . . . .	11 00	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .	2,887 08	
38. For interest, . . . . .	None.	
39. For taxes and insurance, other than United States taxes, . . . . .	73 47	
40. For United States taxes, . . . . .	223 39	
41. For rent and tolls paid other companies for use of their roads, . . . . .	None.	
42. Amount paid other companies for the use of bridges and ferries, . . . . .	None.	
43. For provender, . . . . .	2,742 94	
44. For loss on horses, . . . . .	312 27	
45. For incidental expenses, — to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included, . . . . .	768 64	
46. Total expenses, . . . . .		\$12,112 41

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .	\$10,050 97	
48. From other roads, as toll or rent for use of road, . . . . .	None.	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .	150 00	
50. Total earnings, . . . . .		\$10,200 97
51. Net earnings, after deducting expenses, . . . . .	None.	
52. Surplus earnings of previous year on hand, . . . . .	None.	
53. Total surplus, . . . . .	None.	
54. Dividends declared during the year, . . . . .	None.	
55. Total percentage of dividends for the year, . . . . .	None.	
56. Present surplus, . . . . .	Nothing.	

MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter, . . .		None.
58. Increase during the year of capital stock paid in, . . .		None.
59. Increase of funded debt during the year, . . .		None.
60. Increase of floating debt during the year, . . .		\$1,500 00
61. Decrease of funded debt during the year, . . .		None.
62. Decrease of floating debt during the year, . . .		None.
63. Increase of mortgage debt during the year, . . .		None.
64. Decrease of mortgage debt during the year, . . .		None.
65. Increase in cost of road during the year, . . .		None.
66. Decrease in nominal cost of road, . . .		None.
67. Increase in cost of equipment during the year, . . .		1,955 56
68. Decrease in cost of equipment during the year, . . .		None.
69. Increase of unredeemed tickets during the year, . . .		None.
70. Decrease of unredeemed tickets during the year, . . .		None.
71. Present amount of unredeemed tickets, . . .		None.
72. List of accidents on road during the year, . . .		None.

JOHN HILL,  
WM. HURD,  
WILLIAM TIDD, JR.,  
A. V. LYNDE,

*Directors of the Stoneham Railway Company.*

MIDDLESEX, ss. December 31, 1868. \* Then personally appeared John Hill, Wm. Hurd, Wm. Tidd, Jr., and A. V. Lynde, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

LYMAN DIKE, *Justice of the Peace.*

## REPORT

OF THE

## SUBURBAN RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .	\$150,000 0
2. Capital stock, as voted by the company, . . . . .	\$5,000 00
3. Capital stock paid in, expressed in money, . . . . .	5,000 00
4. Funded debt, . . . . .	
5. Floating debt, including amount of unredeemed tickets, . . . . .	
6. Total debt, . . . . .	
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	Original cost of road, per sworn Report of President and Directors of Cliftondale Railroad Co. to legislature of 1862, \$95,000.
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## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . . . .	35,607*
12. Length of railway laid with double main track, . . . . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, . . . . .	509 feet.*
15. Total length of track measured as single track, . . . . .	36,138 feet.*
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	Rolled iron, 7½ lbs., strap rail, bolted and spiked on longitudinal sleepers:— cast iron, 80 lbs. 210 ft. for 400 feet.
17. Maximum grade per mile, with length of grade, . . . . .	

\* The rail originally laid was light, and a portion has been taken up, leaving the road-bed, stringers and sleepers; said rail to be replaced by a heavier one as soon as the times and travel will warrant.



18. Shortest radius of curvature, with length of curve,  
19. Total length of track paved, . . . . .

75 ft. for 113 feet.  
None.

#### COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .  
21. Number of horses and cost, . . . . .  
22. Cost of omnibuses, sleighs and other vehicles, ex-  
cepting cars, owned by the company, . . . . .  
23. Cost of real estate, including buildings owned by  
the company, . . . . .  
24. Cost of buildings owned by the company, on land  
not owned by the company, . . . . .  
25. Cost of other articles of equipment, . . . . .  
26. Net amount at which the equipment stands  
charged on the books of the company, . . . . .

No equipment owned by  
Company.

#### DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .  
28. Average cost per mile run, . . . . .  
29. Total number of passengers carried in the cars, . . . . .  
30. Total number of round trips run during the year, . . . . .  
31. Average number of passengers each round trip, . . . . .  
32. Rate of speed adopted, including stops and de-  
tentions, . . . . .  
33. Number of persons regularly employed, specifying  
the occupations of each, . . . . .

Included in Malden and  
Melrose Railroad Com-  
pany's report.

#### EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .  
35. For repairs of equipments, . . . . .  
36. For repairs of real estate, . . . . .  
37. For wages, including the wages of every person  
regularly employed, excepting the president,  
directors, superintendent and treasurer, . . . . .  
38. For interest, . . . . .  
39. For taxes and insurance, other than United States  
taxes, . . . . .  
40. For United States taxes, . . . . .  
41. For rent and tolls paid other companies for use of  
their roads, . . . . .  
42. Amount paid other companies for the use of  
bridges and ferries, . . . . .  
43. For provender, . . . . .  
44. For loss on horses, . . . . .  
45. For incidental expenses,—to include printing,  
president's, directors', superintendent's, and  
treasurer's salaries, and all other expenses not  
herein before included, . . . . .  
46. Total expenses, . . . . .

As above.

#### EARNINGS.

47. Received from passengers in cars and omnibuses,  
and for tickets sold, . . . . .  
48. From other roads, as toll or rent for use of road, . . . . .  
49. From other sources, specifying from what source,  
in each item exceeding five hundred dollars, . . . . .  
50. Total earnings, . . . . .  
51. Net earnings, after deducting expenses, . . . . .  
52. Surplus earnings of previous year on hand, . . . . .  
53. Total surplus, . . . . .  
54. Dividends declared during the year, . . . . .  
55. Total percentage of dividends for the year, . . . . .  
56. Present surplus, . . . . .

As above.

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**MISCELLANEOUS.**

57. Increase during the year of capital stock, as fixed by charter, . . . . .	Nothing.
58. Increase during the year of capital stock paid in, . . . . .	Nothing.
59. Increase of funded debt during the year, . . . . .	} None.
60. Increase of floating debt during the year, . . . . .	
61. Decrease of funded debt during the year, . . . . .	
62. Decrease of floating debt during the year, . . . . .	
63. Increase of mortgage debt during the year, . . . . .	
64. Decrease of mortgage debt during the year, . . . . .	
65. Increase in cost of road during the year, . . . . .	
66. Decrease in nominal cost of road, . . . . .	
67. Increase in cost of equipment during the year, . . . . .	
68. Decrease in cost of equipment during the year, . . . . .	
69. Increase of unredeemed tickets during the year, . . . . .	}
70. Decrease of unredeemed tickets during the year, . . . . .	
71. Present amount of unredeemed tickets, . . . . .	
72. List of accidents on road during the year, . . . . .	

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CHARLES E. POWERS,

L. M. CHILD,

GEO. W. PALMER,

*Directors of the Suburban Railway Company.*

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SUFFOLK, ss. December 30, 1868. Then personally appeared Charles E. Powers, L. M. Child and George W. Palmer, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

LINUS CHILD, *Justice of the Peace.*

## REPORT

OF THE

## UNION RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$300,000 00
2. Capital stock, as voted by the company, . . . . .	\$200,000 00	
3. Capital stock paid in, expressed in money, . . . . .	200,000 00	
4. Funded debt, [mortgages on real estate,] . . . . .	30,200 00	
5. Floating debt, including amount of unredeemed tickets, . . . . .	132,264 99	
6. Total debt, . . . . .		162,464 99
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	} Funded debt secured by mortgages on real estate.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .		
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .		
	29,122 82	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .

## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . . .  
 12. Length of railway laid with double main track, . . .  
 13. Length of branches owned by the company, stating amount of double track, if any, . . . . .  
 14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .  
 15. Total length of track, measured as single track, . . .  
 16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .  
 17. Maximum grade per mile, with length of grade, . . .  
 18. Shortest radius of curvature, with length of curve, . . .  
 19. Total length of track paved, . . . . .

The Union Railway Company do not own any tracks in the highways.

## COST OF EQUIPMENT.

20. Number of cars and cost, . . . . .	[74]	\$49,800 00
21. Number of horses and cost, . . . . .	[449]	67,350 00
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company, . . . . .		3,900 00
23. Cost of real estate, including buildings owned by the company, . . . . .		129,923 87
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .		15,660 18
25. Cost of other articles of equipment, . . . . .		45,444 80
26. Net amount at which the equipment stands charged on the books of the company, . . . . .		311,878 85

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .		958,957
28. Average cost per mile run, . . . . .		
[Exclusive of rent and interest,] . . . . .		31 466-1,000 cents.
[Including rent and interest,] . . . . .		39 355-1,000 cents.
29. Total number of passengers carried in the cars, . . . . .		5,189,282
30. Total number of round trips run during the year, . . . . .		126,016
31. Average number of passengers each round trip, . . . . .		41 18-100 miles.
32. Rate of speed adopted, including stops and deten- tions, . . . . .		6½ miles per hour.
33. Number of persons regularly employed, (specify- ing the occupations of each,) . . . . .		240
[1 president, 1 vice-president, 1 treasurer, 1 clerk, 1 superintendent, 1 assistant-superintendent, 1 clerk to treasurer, 1 clerk to superintendent, 4 receivers, 53 conductors, 58 drivers, 19 road- men, 3 strikers, 8 switchmen, 2 jobbers, 1 car washer, 3 teamsters, 1 starter, 9 overseers, 7 watchmen, 6 feeders, 2 hay cutters, 38 hostlers, 1 harness cleaner, 9 blacksmiths, 1 painter, 10 mechanics, 2 harness makers.]		

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .		\$3,139 54
35. For repairs of equipments, . . . . .		16,300 18
36. For repairs of real estate, . . . . .		127 72
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . . . .		132,665 25
38. For interest, . . . . .		10,149 11
39. For taxes and insurance, other than United States taxes, . . . . .		3,470 97
40. For United States taxes, . . . . .		9,303 62
41. For rent and tolls paid other companies for use of their roads, . . . . .		65,502 00
42. Amount paid other companies for the use of bridges and ferries, . . . . .		Nothing.
43. For provender, . . . . .		80,635 16
44. For loss on horses, . . . . .		15,740 50
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .		40,365 22
46. Total expenses, . . . . .		\$377,399 27

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .		\$361,096 15
48. From other roads, as toll or rent for use of road, . . . . .		Nothing.

49. From other sources, specifying from what source in each item, exceeding five hundred dollars, . . .	\$12,005 67	
50. Total earnings, . . . . .		\$373,101 82
51. Net earnings, after deducting expenses, . . . . .	Nothing.	
52. Surplus earnings of previous year on hand, . . . . .	1,014 82	
53. Total surplus, . . . . .	} Nothing.	
54. Dividends declared during the year, . . . . .		
55. Total percentage of dividends for the year, . . . . .		
56. Present surplus, . . . . .		

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . . . .	\$100,000 00	
58. Increase during the year of capital stock paid in, . . . . .	Nothing.	
59. Increase of funded debt during the year, . . . . .	6,200 00	
60. Increase of floating debt during the year, . . . . .	14,423 30	
61. Decrease of funded debt during the year, . . . . .	} Nothing.	
62. Decrease of floating debt during the year, . . . . .		
63. Increase of mortgage debt during the year, . . . . .	} See funded debt.	
64. Decrease of mortgage debt during the year, . . . . .		
65. Increase in cost of road during the year, . . . . .	} The road is not owned by this company.	
66. Decrease in nominal cost of road, . . . . .		
67. Increase in cost of equipment during the year, . . . . .	8,009 00	
68. Decrease in cost of equipment during the year, . . . . .	Nothing.	
69. Increase of unredeemed tickets during the year, . . . . .	} Unknown.	
70. Decrease of unredeemed tickets during the year, . . . . .		
71. Present amount of unredeemed tickets, . . . . .		
72. List of accidents on road during the year, . . . . .	-	-

## ACCIDENTS.

*February 1, 1868.*—A man fell from front platform of car while in motion, and was carried to Massachusetts General Hospital.

*May 17.*—A boy fell from front platform of car while in motion, and the car passed over his foot.

*October 12.*—A man jumped from front platform of car while in motion, and the car passed over his foot.

*November 17.*—A man fell from front platform of car while in motion, and the car passed over his hand.

KNOWLTON S. CHAFFEE,  
JOHN LIVERMORE,  
CHARLES C. LITTLE,  
JAMES C. FISK,  
GARDINER G. HUBBARD,  
JOSEPH H. CONVERSE,  
ESTES HOWE,

*Directors of the Union Railway Company.*

MIDDLESEX, ss. December 21, 1868. Then personally appeared Knowlton S. Chaffee, John Livermore, Charles C. Little, James C. Fisk, Gardiner G. Hubbard, Joseph H. Converse and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

W. A. SAUNDERS, *Justice of the Peace.*

## REPORT

OF THE

## WINNISIMMET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1868.

## CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter, . . . . .		\$75,000 00
2. Capital stock, as voted by the company, . . . .	\$75,000 00	
3. Capital stock paid in, expressed in money, . . .	57,250 00	
4. Funded debt, . . . . .	None.	
5. Floating debt, including amount of unredeemed tickets, . . . . .	None.	
6. Total debt, . . . . .	None.	
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . .	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . .	105 95	

## COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, . . . . .	\$62,151 74
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## CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track, . .	2½ miles.
12. Length of railway laid with double main track, . .	None.
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .	None.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, . . . . .	2,640 feet.
15. Total length of track measured as single track, . .	2½ miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .	45 lbs. per yard; rolled iron.
17. Maximum grade per mile, with length of grade, . .	—
18. Shortest radius of curvature, with length of curve, .	50 feet; 70 feet long.
19. Total length of track paved, . . . . .	3,200 feet.

## COST OF EQUIPMENT.

20. Number of cars, and cost, . . . . .
21. Number of horses, and cost, . . . . .
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, . . . . .
23. Cost of real estate, including buildings owned by the company, . . . . .
24. Cost of buildings owned by the company, on land not owned by the company, . . . . .
25. Cost of other articles of equipment, . . . . .
26. Net amount at which the equipment stands charged on the books of the company, . . . . .

Cannot tell, as the road is leased to the Lynn and Boston Railroad Co. for fifty years, from October 1, 1862.

## DOINGS DURING THE YEAR.

27. Total number of miles run during the year, . . . . .
28. Average cost per mile run, . . . . .
29. Total number of passengers carried in the cars, . . . . .
30. Total number of round trips run during the year, . . . . .
31. Average number of passengers each round trip, . . . . .
32. Rate of speed adopted, including stops and detentions, . . . . .
33. Number of persons regularly employed, specifying the occupations of each, . . . . .

Road leased.

## EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway, . . . . .
35. For repairs of equipments, . . . . .
36. For repairs of real estate, . . . . .
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .
38. For interest, . . . . .
39. For taxes and insurance, other than United States taxes, . . . . .
40. For United States taxes, . . . . .
41. For rent and tolls paid other companies for use of their roads, . . . . .
42. Amount paid other companies for the use of bridges and ferries, . . . . .
43. For provender, . . . . .
44. For loss on horses, . . . . .
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, . . . . .
46. Total expenses, . . . . .

Road leased.

None.

\$805.70 State tax.  
\$22.36 U. S. tax.

None.

\$133 00

\$461 06

## EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, . . . . .
48. From other roads, as toll or rent for use of road, . . . . .
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . . . . .
50. Total earnings, . . . . .
51. Net earnings, after deducting expenses, . . . . .
52. Surplus earnings of previous year on hand, . . . . .
53. Total surplus, . . . . .
54. Dividends declared during the year, . . . . .
55. Total percentage of dividends for the year, . . . . .
56. Present surplus, . . . . .

None.

\$3,600 00

600 00

\$4,200 00

3,739 94

1,628 17

5,368 11

2,443 14

4 per cent. and U. S. tax.

2,924 97

## MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter, . . . . .	} None.	
58. Increase during the year of capital stock paid in, . . . . .		
59. Increase of funded debt during the year, . . . . .		
60. Increase of floating debt during the year, . . . . .		
61. Decrease of funded debt during the year, . . . . .	} \$72 10	
62. Decrease of floating debt during the year, . . . . .		
63. Increase of mortgage debt during the year, . . . . .		None.
64. Decrease of mortgage debt during the year, . . . . .		None.
65. Increase in cost of road during the year, . . . . .		None.
66. Decrease in nominal cost of road, . . . . .		1,050 00
67. Increase in cost of equipment during the year, . . . . .		None.
68. Decrease in cost of equipment during the year, . . . . .		None.
69. Increase of unredeemed tickets during the year, . . . . .		None.
70. Decrease of unredeemed tickets during the year, . . . . .		None.
71. Present amount of unredeemed tickets, . . . . .		None.
72. List of accidents on road during the year, . . . . .		None.

W. R. PEARMAIN,  
ERASTUS RUGG,  
JOHN BUCK,

*Directors of the Winnisimmet Railway Company.*

SUFFOLK, ss. December 31, 1868. Then personally appeared Wm. R. Pearmain, Erastus Rugg and John Buck, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

OTIS MERRIAM, *Justice of the Peace.*





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ABSTRACTS

OF THE PRECEDING

Railroad and Street Railway Reports,

FOR THE YEAR ENDING

November 30, 1868.

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Speed of Passenger Trains, miles per hour.	Speed of Freight Trains, miles per hour.	per cent. Dividends.	Amount of Dividends.	Surplus.	CASUALTIES.	
					Fatal.	Not Fatal
-	-	r cent.	\$32,716 67	-	-	-
25	15	r cent.	3,600 00	\$236 90	-	-
20	10	-	-	-	-	-
32	15	r cent.	1,482,545 00	1,717,056 21	23	-
30	10	r cent.	155,020 00	831,547 41	6	5
28	12	r cent.	456,293 90	989,942 45	8	-
29	12	r cent.	268,800 00	408,415 09	12	1
22	13	r cent.	42,666 00	-	-	-
20	-	-	-	-	-	-
28	10	r cent.	††88,421 05	108,099 27	None.	None.
22	12	r cent.	††161,052 63	209,092 34	4	2
-	-	-	-	-	-	-
28	12	r cent.	††868,488 42	221,016 42	7	5
-	-	-	-	-	-	-
26	15	-	-	-	1	-
24	-	-	-	-	-	-
26	10	r cent.	298,105 30	556,475 98	6	4
22	10	r cent.	14,868 00	30,330 55	-	-
33	12	r cent.	868,868 00	Not stated.	-	-
-	8	-	-	-	-	-
20	14	-	-	-	-	-
-	-	r cent.	12,000 00	2,271 01	1	-
25	14	-	-	19,953 86	-	-
-	-	-	-	-	-	-
30	10	r cent.	72,000 00	95,266 59	-	2
24	15	r cent.	40,000 00	102,957 47	-	-
28	12	-	-	-	-	-
25	15	-	-	-	-	-
30	12	r cent.	64,000 00	-	-	-
30	8	r cent.	††141,300 00	252,357 63	7	3
33	12	r cent.	309,249 48	254,646 38	9	-
20	20	r cent.	27,000 00	-	1	-
25	12	r cent.	152,000 00	23,426 02	7	-
-	-	r cent.	3,406 20	139 81	-	-
21	-	-	-	-	-	-
2	15	r cent.	7,500 00	-	-	-
0	9	r cent.	24,632 15	-	-	-
-	-	-	-	-	-	-
-	10	r cent.	14,691 50	1,126 68	-	-
-	18	r cent.	5,124 00	1,922 52	-	-
-	15	r cent.	21,052 62	32,282 66	-	-
-	10	r cent.	45,157 90	-	-	-
-	-	r cent.	1,584 00	328 18	-	-
-	10	r cent.	124,000 00	61,626 31	4	3
1.78	-	per ct.	\$4,756,142 82	\$5,420,517 19	96	25

to 13 of this page Within the limits of Massachusetts.

Including taxes.

BER 30, 1868.

Income.	Per cent. of Dividends.	Amount of Dividends.	Surplus.	CASUALTIES.	
				Fatal.	Not Fatal.
-	-	-	-	-	-
7,607 00	6.80 per cent.	\$7,480 00	\$227 13	-	-
-	9 per cent.	65,500 00	-	-	-
3,411 28	-	-	-	-	-
3,688 07	-	-	-	-	2
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	141 35	-	-
2,248 86	-	-	2,248 86	-	-
2,283 87	10 per cent.	125,000 00	74,794 95	3	7
3,659 40	-	-	34,598 43	2	1
562 03	-	-	562 03	-	1
807 70	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
5,500 00	6 per cent.	4,500 00	-	-	-
9,976 00	9½ per cent.	38,203 82	314 54	2	4
-	-	-	-	-	-
-	-	-	-	-	4
3,739 94	4 per cent.	2,443 14	2,924 97	-	-
-	-	-	-	-	-
3,796 08	9.28 per ct.†	\$243,126 96	\$115,812 26	7	19

*dividend paying Street Railways.*

The Malden and Melrose, Medford and Charlestown, Somerville Horse, and Suburban Street Railways, are leased to and operated by the Middlesex Railroad Company.

The Stony Brook Railroad is operated by the Nashua and Lowell Railroad Company.

"Net Income" of this abstract represents the amount remaining after deducting from "Total Income" the following items: Expense of Working, Interest Paid, and all State or National Taxes on road, dividends, surplus, &c.

"Amount of Dividends" is designed to represent the amount actually paid to stockholders, not including tax on the same.

NOTE.—Wherever the returns are made in conformity with the blank form provided by the secretary of the Commonwealth, (every description of Taxes being reported under No. 127, and Interest paid under No. 137,) the Net Income and Dividends of this abstract will agree with the printed report of the company—and not otherwise.

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# APPENDIX.

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[ A . ]

[COPY.]

## THIS INDENTURE

Made the twenty-sixth day of October, in the year eighteen hundred and sixty-eight, between the Stony Brook Railroad Corporation of the first part, and the Nashua and Lowell Railroad Corporation of the second part,

## WITNESSETH:

That whereas, by an indenture between the same parties, dated the twenty-eighth day of May, in the year eighteen hundred and sixty, a copy of which is hereto annexed, the railroad and property of the party of the first part was leased to the party of the second part, upon the terms and conditions therein recited, for a term of nineteen years from the first day of October, in the year eighteen hundred and fifty-nine, —and whereas changes in business and in currency and taxation have rendered it mutually equitable and desirable to extend the time of said lease, and to modify the terms of compensation to be paid under it for the use of said Stony Brook road, legislative authority therefor having been granted by the States of Massachusetts and New Hampshire, respectively, as per copies of special acts hereto annexed :—

Now, therefore, for the respective considerations herein contained, it is mutually agreed that the said lease shall be and is hereby continued and extended, in all of its provisions, except as hereinafter specifically modified and changed, until the first day of January, in the year eighteen hundred and ninety.

And in consideration of said extension of lease, the payments to be made for the use of said railroad and property are hereby changed and modified as follows, viz.:

All government, State and local taxes assessed upon said Stony Brook Railroad or property, including taxes on earnings or dividends, from and after the first day of May, eighteen hundred and sixty-eight, shall be paid by the second party. And the said second party also agrees to pay to the said first party a semi-annual rent, for the said railroad and property, of three per cent. upon the amount of capital stock of said Stony Brook Railroad, (said capital not to exceed three hundred thousand dollars,) now or hereafter paid in and expended upon the road and property; and further, to pay to said first party, semi-annually, toward the expenses of their corporate organization, the sum of one hundred and fifty dollars. Said several semi-annual payments to be made to the treasurer of the Stony Brook Railroad Company, at the office of the second party, in Nashua, on the first days of November and May in each and every year during the continuance hereof. The first of said payments falling due on the first day of November next. And for the last three months of the term of the contract a *pro rata* payment is to be made upon its termination.

And for the purpose of increasing the depot and track facilities of the said Stony Brook Railroad, the first party hereby agrees, on the written request of the second party, to enlarge its capital stock, up to the amount authorized by its charter, viz., three hundred thousand dollars, and to procure subscriptions for, and cause to be assessed and paid in, so much of such increase of capital as may be required for the

purpose aforesaid. The expenditure of the same to be made under the direction of the second party, for such specific purposes of improvement aforesaid, as in their judgment the best interests of said road and property may from time to time require.

In witness whereof, the said parties have, by their respective committees, duly authorized thereto, hereunto subscribed and affixed the respective seals of said corporations, this twenty-sixth day of October, in the year eighteen hundred and sixty-eight.

THE STONY BROOK RAILROAD CORPORATION, by their Committee,

JOHN W. P. ABBOT,

JOHN WRIGHT,

JAMES B. FRANCIS.

Seal of  
Stony Brook  
R. R. Co.

Signed, sealed and delivered in presence of

JOHN H. GEORGE,

SAMUEL W. STICKNEY.

THE NASHUA AND LOWELL RAILROAD CORPORATION, by their Committee,

F. B. CROWNINSHIELD,

DANIEL S. RICHARDSON,

GEO. STARK.

Seal of  
Nashua and Lowell  
R. R. Co.

Signed, sealed and delivered in presence of

HENRY SIGOURNEY,

JOHN H. GEORGE.

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COMMONWEALTH OF MASSACHUSETTS.

*In the year one thousand eight hundred and sixty-eight.*

AN ACT concerning a Contract between the Stony Brook Railroad Corporation, and the Nashua and Lowell Railroad Corporation.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows :*

SECTION 1. The Stony Brook Railroad Corporation is hereby authorized to alter, extend and amend the contract existing with the Nashua and Lowell Railroad Corporation for the leasing of the railroad of the said Stony Brook Railroad Corporation, dated the second day of April, in the year eighteen hundred and sixty : *provided*, that such alteration, extension or amendment be ratified and confirmed by the stockholders of said corporations, at meetings of said corporations respectively, duly called for the purpose ; and *provided, further*, that such contract shall not be extended beyond the first day of January, in the year eighteen hundred and ninety.

SECT. 2. This act shall take effect upon its passage.

Passed to be enacted.

*House of Representatives, May 1, 1868.*  
HARVEY JEWELL, *Speaker.*

Passed to be enacted.

*In Senate, May 2, 1868.*  
GEORGE O. BRASTOW, *President.*

May 4, 1868.

Approved. ALEX. H. BULLOCK.



## THE STATE OF NEW HAMPSHIRE.

*In the year of our Lord one thousand eight hundred and sixty-eight.*

AN ACT relating to a contract between the Stony Brook Railroad Corporation and the Nashua and Lowell Railroad Corporation.

*Be it enacted by the Senate and House of Representatives in General Court convened :*

SECTION 1. The consent of the legislature of New Hampshire is hereby given to the contract to be entered into between the Stony Brook Railroad Corporation, a corporation existing by virtue of the laws of the Commonwealth of Massachusetts, and the Nashua and Lowell Railroad Corporation, a corporation existing by virtue of the laws of Massachusetts and New Hampshire, agreeably to the provisions of an act of the legislature of Massachusetts, entitled, An Act concerning a contract between the Stony Brook Railroad Corporation and the Nashua and Lowell Railroad Corporation, approved May 4, 1868.

SECT. 2. This act shall take effect upon its passage.

S. G. GRIFFIN, *Speaker of the House of Representatives.*

ESRA A. STEVENS, *President of the Senate.*

Approved July 8, 1868.

WALTER HARRIMAN, *Governor.*

## [ B. ]

## [ CONTRACT. ]

KNOW ALL MEN BY THESE PRESENTS, that the Brookline and Back Bay Street Railway Company, in consideration of one dollar to it paid by the Metropolitan Railroad Company, the receipt of which is hereby acknowledged, does hereby grant, bargain, assign and transfer to said Metropolitan Railroad Company all said Brookline and Back Bay Street Railway Company's rights to lay, maintain, use and operate street railway track or tracks or railroad in the territory following, viz.: Providence Street and Berkeley Street, and in Boylston Street between Berkeley Street and the west line of Clarendon Street, and in streets north of Boylston Street in the city of Boston, and all its rights in and to or under any locations granted or which may be granted by the Commissioners of Public Lands or other proper authorities in the territory aforesaid; and does hereby transfer to said Metropolitan Railroad Company so much of said Brookline and Back Bay Street Railway Company's franchise, rights and tracks as may be needful to give full effect to the transfer herein before contained, meaning hereby to transfer to said Metropolitan Railroad Company so much of its said Brookline and Back Bay Street Railway Company's franchises, rights and tracks in the territory aforesaid, as it has the right and power to transfer by the provisions of the second section of an Act extending the time for the construction of the Brookline and Back Bay Street Railway Company, and for other purposes, approved April 29, 1868; with the intent that the said Metropolitan Railroad Company shall hereafter have in the premises hereby conveyed all the rights and privileges, and be subject to all the duties and liabilities in regard thereto, which it would have if such franchise and rights had been originally granted to said corporation.

To have and to hold the said assigned premises to the said Metropolitan Railroad Company, and its successors and assigns, but without any covenant, agreement, stipulation or undertaking, express or implied, of any kind whatsoever, on the part of the said Brookline and Back Bay Street Railway Company, or any of the corporators therein, and without recourse to said company or said corporators, or any or either of them, or the heirs, executors or administrators of any of them, in any event or for any cause whatever.

And the Metropolitan Railroad Company hereby contracts and agrees with the Brookline and Back Bay Street Railway Company, and its successors and assigns, that said Metropolitan Railroad Company will proceed, as soon as the proper authority can be obtained, unless and except so long as restrained by legal proceedings, to lay a track or tracks in Boylston Street, between Berkeley Street and Clarendon Street, and in Clarendon Street as far as the line of Marlboro' Street, or at its option to the southerly line of Beacon Street; but it shall not be bound to build said track in Clarendon Street beyond the line of Marlboro' Street, and will, so far as they have the legal right, do all things necessary to be done to satisfy that part of the terms of the first section of the Act aforesaid which requires some portion of the track of the Brookline and Back Bay Street Railway Company to be constructed within

three years from the date of the passage of its charter; but the tracks so agreed by said Metropolitan Railroad Company to be constructed by them, when so constructed, shall be, to all intents and purposes, the property of the Metropolitan Railroad Company, and the Brookline and Back Bay Street Railway Company shall have no rights therein except as hereafter stipulated.

And the Metropolitan Railroad Company further contracts and agrees with the Brookline and Back Bay Street Railway Company that the said Metropolitan Railroad Company will assume and faithfully perform and discharge, so far as they have the legal right so to do, all the liabilities, duties and obligations in regard to the construction, care, use and maintenance of railway tracks in the territory aforesaid, which are, would be or may be imposed upon the Brookline and Back Bay Street Railway Company, at common law or by virtue of any law or ordinance or by-law now or hereafter in force regarding the same, and will indemnify and save harmless the said Brookline and Back Bay Street Railway Company from all damages on account of the said tracks, and that said Metropolitan Railroad Company will run the track hereby contracted to be built, upon so much of said Brookline and Back Bay Street Railway Company's railroad as lies in the territory aforesaid, in the same manner and to the same extent that the Brookline and Back Bay Street Railway Company would be by law required to run and operate the same if the tracks aforesaid had been built and were the property of the Brookline and Back Bay Street Railway Company, and this instrument had not been executed; and if the Metropolitan Railroad Company shall fail so to do, it shall be liable in the same manner and to the same extent, and no other, than the Brookline and Back Bay Street Railway Company would be liable to the public for a failure to run and operate said road if the same were owned by said company; and shall not, for such failure to run and operate, be liable to said Brookline and Back Bay Street Railway Company or to the corporators thereof; and from all liabilities by or on account of or in the use of said tracks by the Metropolitan Railroad Company will save harmless the said Brookline and Back Bay Street Railway Company.

And the said Metropolitan Railroad Company agrees with said Brookline and Back Bay Street Railway Company that said Metropolitan Railroad Company will faithfully perform and discharge, so far as it legally can, all the duties and liabilities in regard to the premises transferred which it would have had if the franchise and rights so transferred to it had been originally granted to it.

And the Metropolitan Railroad Company further contracts and agrees with the Brookline and Back Bay Street Railway Company that when and if said Brookline and Back Bay Street Railway Company extends its tracks towards Brookline, that it may, and the right to do so is reserved and given to it, run its cars over the tracks of the Metropolitan Railroad Company, laid in Boylston Street from Clarendon Street to Park Square, upon such terms as to the use of tracks, compensation and otherwise as are provided by law in cases when one street railroad corporation is authorized by law to run its cars over the tracks of another.

It is hereby expressly agreed that if the Metropolitan Railroad Company shall, unless restrained by legal proceedings, fail for four months to lay any part of the tracks, authority to lay which is granted in this instrument, it shall be lawful for the Brookline and Back Bay Street Railway Company to proceed to build and use such track so omitted to be built as their own proper tracks, but their so doing shall not release said Metropolitan Railroad Company from any breach of their agreements herein, nor from any claim for damages.

(Wherever the word "territory," or the words "territory aforesaid," are used in this contract, it shall mean such part of Providence Street and Berkeley Street as said Brookline and Back Bay Street Railway Company have the right to build tracks in, and Boylston Street between Berkeley Street and the west line of Clarendon Street, and streets north of Boylston Street.)

In witness whereof, the said Brookline and Back Bay Street Railway Company has caused its seal to be hereto affixed, and these presents to be signed by Charles U. Cotting and Augustine Shurtleff, thereto duly authorized; and said Metropolitan Railroad Company has caused its seal to be affixed, and these presents to be signed by William Cumston, its president, this fifteenth day of September, A. D. 1868.

BROOKLINE AND BACK BAY STREET RAILWAY CO., [SEAL.]

By CHAS. U. COTTING.

AUGUSTINE SHURTLEFF.

[5 cts. stamp.]

METROPOLITAN RAILROAD COMPANY, [SEAL.]

By WM. CUMSTON, *Pres't.*

In presence of I. D. BALL,  
To W. C. and A. S. sig's.

At a meeting of the Brookline and Back Bay Street Railway Company, held on Monday, May 18, A. D. 1868, it was

*Voted*, "That Messrs. Cotting and Shurtleff be authorized, in behalf of this corporation, for a nominal consideration, to contract with the Metropolitan Railroad Company to run and operate all the railroad of this corporation which lies in Providence Street and Berkeley Street, and in Boylston Street east of the west line of Clarendon Street, and in streets north of Boylston Street, in Boston, and to transfer to said Metropolitan Railroad Company so much of the franchise, rights, tracks and other corporate property and interests of the corporation as will give full effect to such contract and transfer, and also to contract for and transfer all things which this corporation is authorized by the second section of the Act, approved April 29, 1868, to contract for and transfer."

Attest.

CHAS. U. COTTING, *Secretary.*

OFFICE OF THE COMMISSIONERS ON PUBLIC LANDS, }  
STATE HOUSE, September 4, 1868. }

*Voted*, That the application of the Brookline and Back Bay Street Railway for an extension of the time for constructing their track in Clarendon Street be complied with, and that the same be extended for one year, on the same terms and conditions\* as were embraced in the original permit, dated December 19, 1867, with the exception of the following modification of the 2d Article in said permit, namely: That the track may be laid on the existing grade of said Clarendon Street, the said railway company holding itself bound to raise or diminish the grade of said track whenever the commissioners, or those having their powers, deem it necessary to change the grade of said Clarendon Street.

F. HAVEN,

EDW'D C. PURDY,

*Commissioners on Public Lands.*

\* See note on next page.

## COMMONWEALTH OF MASSACHUSETTS.

COUNCIL CHAMBER, BOSTON, Sept. 7, 1868.

Approved in Council.

OLIVER WARNER, *Secretary*.

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[The conditions above referred to are as follows :—

1. The railway to be located in the middle of said Clarendon Street.
  2. The street to be graded up to the height heretofore fixed upon as the permanent grade thereof, at the expense of said railway company, the Commonwealth furnishing the gravel at the nearest point convenient for said Commonwealth.
  3. The cars to be run through the entire length of the road thus located at least once every half hour (Sundays excepted,) during the day, from 7 A. M. to 10 P. M.
  4. Whenever said Clarendon Street is offered to the city of Boston as a public street, and accepted as such by said city, the said railway track hereby located shall be subject to the same municipal control as the tracks of other street railways.
  5. If the said track is not completed and in use, as heretofore prescribed, before the first day of July, 1868, this permission to lay the same shall be void.]
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SECRETARY'S DEPARTMENT, BOSTON, September 7, 1868.

A true copy. Attest.

OLIVER WARNER, *Secretary of the Commonwealth*.

[C.]

The following is a portion of Chapter sixty-three of the General Statutes of Massachusetts :

## [RAILROAD] RETURNS AND REPORTS.

SECT. 132.\* Every corporation shall at all times submit its books to the inspection of any committee of the legislature appointed for the purpose; and its directors shall annually, on or before the first Wednesday of January, prepare, make oath to and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. The report shall set forth copies of all contracts made with other railroads under section one hundred and fifteen, and specify the receipts and expenditures under the same; and shall contain full information upon the following items, viz.:

**FORM OF RAILROAD RETURN TO THE LEGISLATURE.**

1.	Capital stock,	.	.	.	.	.	.
2.	Number of shares of capital stock issued,	.	.	.	.	.	.
3.	Increase of capital since last report,	.	.	.	.	.	.
4.	Capital paid in per last report,	.	.	.	.	.	.
5.	Capital paid in since last report,	.	.	.	.	.	.
6.	Total amount of capital stock paid in,	.	.	.	.	.	.
7.	Funded debt, per last report,	.	.	.	.	.	.
8.	Funded debt paid since last report,	.	.	.	.	.	.
9.	Funded debt, increase of, since last report,	.	.	.	.	.	.
10.	Total present amount of funded debt,	.	.	.	.	.	.
11.	Floating debt, per last report,	.	.	.	.	.	.
12.	Floating debt paid since last report,	.	.	.	.	.	.
13.	Floating debt, increase of, since last report,	.	.	.	.	.	.
14.	Total present amount of floating debt,	.	.	.	.	.	.
15.	Total present amount of funded and floating debt,	.	.	.	.	.	.
16.	Average rate of interest per annum paid during the year,	.	.	.	.	.	.
17.	Maximum amount of debts during the year,	.	.	.	.	.	.

*Cost of Road and Equipments.*

18.	For graduation and masonry per last report,	.	.	.	.	.	.
19.	For graduation and masonry paid during the past year,	.	.	.	.	.	.
20.	Total amount expended for graduation and masonry,	.	.	.	.	.	.
21.	For wooden bridges per last report,	.	.	.	.	.	.
22.	For wooden bridges paid during the past year,	.	.	.	.	.	.
23.	Total amount expended for wooden bridges,	.	.	.	.	.	.
24.	Total amount expended for iron bridges, (if any),	.	.	.	.	.	.
25.	For superstructure, including iron, per last report,	.	.	.	.	.	.
26.	For superstructure, including iron, paid during the past year,	.	.	.	.	.	.
27.	Total amount expended for superstructure, including iron,	.	.	.	.	.	.
28.	For stations, buildings and fixtures per last report,	.	.	.	.	.	.
29.	For stations, buildings and fixtures paid during the past year,	.	.	.	.	.	.
30.	Total amount expended for stations, buildings and fixtures,	.	.	.	.	.	.
31.	For land, land-damages and fences per last report,	.	.	.	.	.	.
32.	For land, land-damages and fences paid during the past year,	.	.	.	.	.	.
33.	Total amount expended for land, land-damages and fences,	.	.	.	.	.	.
34.	For locomotives per last report,	.	.	.	.	.	.
35.	For locomotives paid during the past year,	.	.	.	.	.	.
36.	Total amount expended for locomotives,	.	.	.	.	.	.
37.	For passenger and baggage cars per last report,	.	.	.	.	.	.
38.	For passenger and baggage cars paid during the past year,	.	.	.	.	.	.
39.	Total amount expended for passenger and baggage cars,	.	.	.	.	.	.
40.	For merchandise cars per last report,	.	.	.	.	.	.
41.	For merchandise cars paid during the past year,	.	.	.	.	.	.

\* See page 367 of the General Statutes.

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42. Total amount expended for merchandise cars, . . . . .
  43. For engineering per last report, . . . . .
  44. For engineering paid during the past year, . . . . .
  45. Total amount expended for engineering, . . . . .
  46. For agencies and other expenses per last report, . . . . .
  47. For agencies and other expenses paid during the past year, . . . . .
  48. Total amount expended for agencies and other expenses, . . . . .
  49. Total cost of road and equipment, . . . . .
  50. The amount of assets or property held by the corporation in addition to the cost of the road, . . . . .

*Characteristics of Road.*

51. Length of road, . . . . .
52. Length of single main track, . . . . .
53. Length of double main track, . . . . .
54. Length of branches owned by the company, stating whether they have a single or double track, . . . . .
55. Aggregate length of sidings and other tracks, excepting main track and branches, . . . . .
56. Weight of rail per yard in main road, . . . . .
57. Weight of rail per yard in branch road, . . . . .  
     [Specify the different weights per yard.]
58. Maximum grade, with its length in main road, . . . . .
59. Maximum grade, with its length in branch roads, . . . . .
60. Total rise and fall in main road, . . . . .
61. Total rise and fall in branch roads, . . . . .
62. Shortest radius of curvature, with length of curve in main road, . . . . .
63. Shortest radius of curvature, with length of curve in branch roads, . . . . .
64. Total degrees of curvature in main road, . . . . .
65. Total degrees of curvature in branch roads, . . . . .
66. Total length of straight line in main road, . . . . .
67. Total length of straight line in branches, . . . . .
68. Aggregate length of wooden truss bridges, . . . . .
69. Aggregate length of all other wooden bridges, . . . . .
70. Aggregate length of iron bridges, . . . . .
71. Whole length of road unfenced on both sides, . . . . .
72. Number of public ways crossed at grade, . . . . .
73. Number of railroads crossed at grade, . . . . .
74. Remarks, . . . . .
75. Way stations for express trains, . . . . .
76. Way stations for accommodation trains, . . . . .
77. Flag stations, . . . . .
78. Whole number of way stations, . . . . .
79. Whole number of flag stations, . . . . .

*Doings during the Year.*

80. Miles run by passenger trains, . . . . .
81. Miles run by freight trains, . . . . .
82. Miles run by other trains, . . . . .
83. Total miles run, . . . . .
84. Number of passengers carried in the cars, . . . . .
85. Number of passengers carried one mile, . . . . .
86. Number of tons of merchandise carried in the cars, . . . . .
87. Number of tons of merchandise carried one mile, . . . . .
88. Number of passengers carried one mile to and from other roads, . . . . .
89. Number of tons carried one mile to and from other roads, . . . . .
90. Rate of speed adopted for express passenger trains, including stops, . . . . .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .
92. Rate of speed adopted for accommodation trains, . . . . .
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .
94. Average rate of speed actually attained by special trains, including stops and detentions, . . . . .
95. Average rate of speed adopted for freight trains, including stops, . . . . .
96. Estimated weight, in tons, of passenger cars, [not including passengers,] hauled one mile, . . . . .
97. Estimated weight, in tons, of merchandise cars, [not including freight,] hauled one mile, . . . . .

*Expenditures for Working the Road.*

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .
99. For repairs of wooden bridges, . . . . .
100. For renewals of iron, including laying down, . . . . .
101. For wages of switchmen, (average per month, \$ . . . . .
102. For wages of gate-keepers, (average per month, \$ . . . . .
103. For wages of signal-men, (average per month, \$ . . . . .
104. For wages of watchmen, (average per month, \$ . . . . .
105. Number of men employed, exclusive of those engaged in construction, . . . . .

Total,

106. For removing ice and snow, [this item to include all labor, tools, repairs, and extra steam-power used], . . . . .  
 107. For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses, . . . . .  
 108. Total maintenance of way, . . . . .

*Motive Power and Cars.*

109. For repairs of locomotives, . . . . .  
 110. For new locomotives, to cover depreciation, . . . . .  
 111. For repairs of passenger cars, . . . . .  
 112. For new passenger cars, to cover depreciation, . . . . .  
 113. For repairs of merchandise cars, . . . . .  
 114. For new merchandise cars, to cover depreciation, . . . . .  
 115. For repairs of gravel and other cars, . . . . .  
 116. Total for maintenance of motive power and cars, . . . . .  
 117. Number of engines, . . . . .  
 118. Number of passenger cars, . . . . .  
 119. Number of baggage cars, . . . . .  
 120. Number of merchandise cars, . . . . .  
 121. Number of gravel cars, . . . . .

*Miscellaneous.*

122. For fuel used by engines during the year, viz.: . . . . .  
 123. Number of cords of wood, and cost of same, . . . . .  
 124. Number of tons of coal, at two thousand two hundred and forty pounds to the ton, and cost of same, . . . . .  
 125. For oil used by cars and engines, . . . . .  
 126. For waste and other material for cleaning, . . . . .  
 127. For salaries, wages, and incidental expenses, chargeable to passenger department, . . . . .  
 128. For salaries, wages, and incidental expenses, chargeable to freight department, . . . . .  
 129. For gratuities and damages, . . . . .  
 130. For taxes and insurance, . . . . .  
 131. For ferries, . . . . .  
 132. For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .  
 133. For renewals of iron, including laying down, . . . . .  
 134. For new iron laid down, deducting the value of old iron taken up, . . . . .  
 135. For amount paid other companies in tolls, for passengers and freight carried on their roads, specifying each company, . . . . .  
 136. For amount paid other companies as rent for the use of their roads, specifying each company, . . . . .  
 137. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, . . . . .  
 138. Total miscellaneous, . . . . .  
 139. Total expenditures for working the road, . . . . .  
 140. For interest, . . . . .

*Income during the Year.*

141. For passengers:—  
     1. On main road, including branches owned by company, . . . . .  
     2. To and from other roads, specifying what, . . . . .  
 142. For freight:—  
     1. On main road and branches owned by company, . . . . .  
     2. To and from other connecting roads, . . . . .  
 143. U. S. mails, . . . . .  
 144. Rents, . . . . .  
 145. Total income, . . . . .  
 146. Net earnings, after deducting expenses, . . . . .

*Dividends.*

147. per cent. Total, . . . . .  
 148. Surplus not divided, . . . . .  
 149. Surplus last year, . . . . .  
 150. Total surplus, . . . . .

*Estimated Depreciation beyond the Renewals, viz.:*

151. Roads and bridges, . . . . .  
 152. Buildings, . . . . .  
 153. Engines and cars, . . . . .

*Mortgage Debts.*

154. Amount of debts secured by mortgage, of road and franchise or any property of the corporation, per last report, . . . . .  
 155. Mortgage debt paid since last report, . . . . .  
 156. Increase of mortgage debt since last report, . . . . .  
 157. Present amount of mortgage debts, . . . . .  
 158. Number of mortgages, on road and franchise or any property of the corporation, . . . . .



SECT. 133. The annual report shall also state whether any fatal accident or serious injury has occurred to a passenger or other person upon the road during the period covered by the report; and if so, the cause of such accident or injury, and the circumstances under which it occurred.

SECT. 134. If the directors of any corporation find it impracticable to return therein all the items in detail required by this chapter, they shall in such report state the reasons why such details cannot be given.

SECT. 135. Every corporation neglecting to make and furnish such report at the time prescribed in section one hundred and thirty-two, shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer; and if any corporation unreasonably refuses or neglects to comply with the other provisions of said section, it shall forfeit for every such refusal or neglect a sum not exceeding five thousand dollars.

SECT. 136. The secretary shall annually in November furnish to every corporation a table prepared in conformity with the provisions of section one hundred and thirty-two; and shall annually, on or before the thirty-first day of January, transmit one set of the reports furnished him under said section to each member of the legislature, and shall also deliver a copy of the report of each corporation to every other such corporation in the State. He shall prepare, with such other information as he deems useful, an abstract of such reports, in form as follows:—

Name of road.	Capital.	Capital paid in.	Debt.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Amount of assets.	Cost of the road.	Net earnings.	Dividends.	Surplus.	Casualties.	
																Fatal.	Not fatal.

And he shall annually, on or before the second Wednesday of January, transmit four hundred bound copies thereof to the legislature.

SECT. 137. In addition to the annual report required by section one hundred and thirty-two, the corporation shall, when it has completed and opened its road for use, make a report under oath to the legislature, stating the total amount of capital paid in; specifying the amount expended in constructing its road, for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses. Such report shall also state the length of the road, the number of planes on it, with their inclination per mile, the greatest curvature on the road, the average width of the grade, and the manner in which the rails are supported.

[From Chapter 229 of the Acts of 1864.]

#### AN ACT CONCERNING STREET RAILWAYS.

SECT. 40. The directors of every street railway corporation shall annually, on or before the first Wednesday of January, make oath to and transmit to the secretary of the Commonwealth a report of their doings under its charter for the year ending the thirtieth day of November preceding, the first annual report stating the number of months and days included therein. Such report shall set

forth copies of all leases and contracts made during the year with other corporations and individuals, and shall contain full and complete information upon the following items, viz.:

FORM OF RETURN.

*Condition of the Company.*

1. Capital stock fixed by charter, . . . . .
2. Capital stock, as voted by the company, . . . . .
3. Capital stock paid in, expressed in money, . . . . .
4. Funded debt, . . . . .
5. Floating debt, including amount of unredeemed tickets, . . . . .
6. Total debt, . . . . .
7. Number of mortgages on road and franchise, and amount of debt secured thereby, . . . . .
8. Number of mortgages on any other property of the corporation, specifying the amounts, . . . . .
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . . . . .

*Cost of the Railway.*

10. Net cost of road—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipments or running expenses, . . . . .

*Characteristics of the Railway.*

11. Length of railway laid with single main track, . . . . .
12. Length of the railway laid with double main track, . . . . .
13. Length of branches owned by the company, stating amount of double track, if any, . . . . .
14. Aggregate length of switches, siding, turnouts and other track, excepting main track and branches, . . . . .
15. Total length of track measured as single track, . . . . .
16. Weight of rail used per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, . . . . .
17. Maximum grade per mile, with length of grade, . . . . .
18. Shortest radius of curvature, with length of curve, . . . . .
19. Total length of track paved, . . . . .

*Cost of Equipment.*

20. Number of cars and cost, . . . . .
21. Number of horses and cost, . . . . .
22. Cost of omnibuses, sleighs and other vehicles, excepting cars owned by the company, . . . . .
23. Cost of real estate, including buildings owned by the company, . . . . .
24. Cost of buildings owned by the company on land not owned by the company, . . . . .
25. Cost of other articles of equipment, . . . . .
26. Net amount at which the equipment stands charged on the books of the company, . . . . .

*Doings during the Year.*

27. Total number of miles run during the year, . . . . .
28. Average cost per mile run, . . . . .
29. Total number of passengers carried in the cars, . . . . .
30. Total number of round trips run during the year, . . . . .
31. Average number of passengers each round trip, . . . . .
32. Rate of speed adopted, including stops and detentions, . . . . .
33. Number of persons regularly employed, specifying the occupations of each, . . . . .

*Expenditures for Working the Railway.*

34. For repairs of railway, . . . . .
35. For repairs of equipments, . . . . .
36. For repairs of real estate, . . . . .
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . . . . .
38. For interest, . . . . .
39. For taxes and insurance, other than United States taxes, . . . . .
40. For United States taxes, . . . . .
41. For rent and tolls paid other companies for use of their roads, . . . . .
42. Amount paid other companies for the use of bridges and ferries, . . . . .
43. For provender, . . . . .
44. For loss on horses, . . . . .
45. For incidental expenses—to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included, . . . . .
46. Total expenses, . . . . .

<i>Earnings.</i>	
47. Received from passengers in cars and omnibuses, and for tickets sold,	.
48. From other roads as toll, or rent for use of road,	.
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	.
50. Total earnings,	.
51. Net earnings after deducting expenses,	.
52. Surplus earnings of previous year on hand,	.
53. Total surplus,	.
54. Dividends declared during the year,	.
55. Total percentage of dividends for the year,	.
56. Present surplus,	.
<i>Miscellaneous.</i>	
57. Increase during the year of capital stock, as fixed by charter,	.
58. Increase during the year of capital stock paid in,	.
59. Increase of funded debt during the year,	.
60. Increase of floating debt during the year,	.
61. Decrease of funded debt during the year,	.
62. Decrease of floating debt during the year,	.
63. Increase of mortgage debt during the year,	.
64. Decrease of mortgage debt during the year,	.
65. Increase of cost of road during the year,	.
66. Decrease in nominal cost of road,	.
67. Increase in cost of equipment during the year,	.
68. Decrease in cost of equipment during the year,	.
69. Increase of unredeemed tickets during the year,	.
70. Decrease of unredeemed tickets during the year,	.
71. Present amount of unredeemed tickets,	.
72. List of accidents on road during the year,	.

SECT. 41. Every corporation refusing or neglecting to make the return required by the preceding section, shall forfeit twenty-five dollars for each day's refusal or neglect. And the secretary of the Commonwealth shall notify the attorney-general of such refusal or neglect, who shall forthwith prosecute the same in behalf of the Commonwealth.

SECT. 42. The secretary shall annually, in November, cause to be prepared and transmitted to such corporations blank forms for returns.

SECT. 43. In addition to the penalties herein provided, the supreme judicial court shall have full equity powers to compel the observance of all orders, rules and regulations made by the board of aldermen of any city, or the selectmen of any town, or of any commissioners appointed in accordance with this act.

SECT. 44. Street railway corporations now existing shall continue to exercise and enjoy their powers and privileges, according to their respective charters, and to the laws in force; and shall continue subject to all the liabilities to which they are now subject, except so far as said powers, privileges and liabilities are modified or controlled by the provisions of this statute.

SECT. 45. All acts and parts of acts inconsistent herewith are hereby repealed. But nothing in this act contained shall operate to annul or impair in any wise any terms or conditions upon which any charter has been accepted, or location or other privilege granted by any city or town, and which have been assented to by such corporation.

*Approved May 12, 1864.*

[Chap. 135.]

AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.

SECT. 1. So much of the one hundred and thirty-second section of the sixty-third chapter of the General Statutes as requires the directors of railroad corporations to transmit to the secretary of the Commonwealth one thousand printed copies of their annual report, is hereby repealed.

SECT. 2. The secretary shall cause the reports of the several railroad corporations transmitted to him, to be printed in a uniform manner, with an abstract of the same; and he shall cause, in addition, such a number as he shall deem

expedient to be bound in a substantial volume, one copy of which shall be furnished to each member of the legislature for the time being, and to each railroad corporation applying for the same.

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*Approved April 25, 1862.*

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[Chap. 224.]

**AN ACT RELATING TO THE RETURNS AND REPORTS OF RAILROAD CORPORATIONS.**

SECT. 1. The secretary of the Commonwealth is hereby required to examine the annual railroad returns and reports of the year eighteen hundred and sixty-two, and all subsequent years, and notify the several railroad corporations of the particulars, if any, in which their reports do not conform to the requirements of law.

SECT. 2. Whenever a railroad corporation, notified as provided in section first of this act, shall fail to make any subsequent annual returns and reports, so as to conform to all such requirements, it shall be the duty of the secretary, and he is hereby required, to recover from said corporation the penalties provided in section one hundred and thirty-five of chapter sixty-three of the General Statutes.

*Approved April 29, 1863.*

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[Chap. 167.]

**AN ACT TO AMEND AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.**

SECT. 1. Every railroad corporation required by law to furnish annually to the secretary of the Commonwealth a report of their doings under their charter, shall, annually, at the time of furnishing such report, pay to the secretary the sum of twenty dollars, which shall be paid over by him to the treasurer of the Commonwealth, and shall be appropriated to the payment of the expenses incurred in the printing and binding of the reports of the several railroad corporations, under the provisions of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two.

SECT. 2. Every railroad corporation neglecting to make such payment at the time prescribed for furnishing the annual report, shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer.

SECT. 3. Every railroad corporation which has leased the railroad of any other corporation shall, during the continuance of such lease, make all the returns to the secretary of the Commonwealth required of the lessor, and shall pay the sum required by the first section of this act for printing the same; and during the continuance of such lease the said lessor shall not be required to make such returns, or payment: *provided*, that when requested by the lessee, the lessor shall furnish all the information in its possession, needed to make such returns.

SECT. 4. The annual returns of the several railroad corporations, required by section two of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two, to be printed and distributed to the legislature, shall be so printed and distributed before the tenth day of February in each year.

SECT. 5. So much of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two as is inconsistent herewith, is hereby repealed.

*Approved April 22, 1864.*

[Chap. 289.]

**AN ACT RELATING TO THE REPORTS OF RAILROAD CORPORATIONS.**

Whenever there shall exist a vacancy in a board of commissioners required by law to perform any duty relative to any railroad extending from Massachusetts into another state, and such vacancy cannot be filled by authority of the Commonwealth of Massachusetts, the member or members of the board of commissioners duly appointed shall perform all the duties relating to the annual reports to the legislature, and to the apportionment of the expenditures, receipts and profits appertaining to the portions of the road lying in each state, which the said board of commissioners is required to perform.

*Approved May 14, 1864.*

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[Chap. 127.]**AN ACT RELATING TO LEASED RAILROADS.**

In cases where a railroad in this Commonwealth is leased to a corporation or party in another state, the duty of making the annual return and payment to the secretary of the Commonwealth required by law, shall devolve upon the lessors in this state.

*Approved April 3, 1867.*

**Commonwealth of Massachusetts.**

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**AGGREGATES**

**OF**

**POLLS, PROPERTY, TAXES, &c.,**

**AS ASSESSED**

**MAY 1, 1868.**

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**COMPILED**

**BY OLIVER WARNER,**

**SECRETARY OF THE COMMONWEALTH.**

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**BOSTON:**

**WRIGHT & POTTER, STATE PRINTERS,**

**79 MILK STREET, (CORNER OF FEDERAL)**

**1869.**



# Commonwealth of Massachusetts.

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SECRETARY'S DEPARTMENT, BOSTON, }  
December, 1868. }

*To the Honorable Senate and House of Representatives.*

I respectfully submit for the use of the legislature, the Eighth Annual Abstract containing the Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868, in accordance with the provisions of section 4, chapter 167 of the statutes of 1861. Their recapitulation shows a gratifying increase of fifty-four millions six hundred and five thousand five hundred and twenty-six dollars, exhibiting a total valuation for the State of twelve hundred and twenty millions four hundred and ninety-eight thousand nine hundred and thirty-nine dollars. The relative values in the counties of Norfolk and Suffolk have been somewhat changed, growing out of the fact of the annexation of Roxbury to Boston. The sum raised for taxation the past year in the Commonwealth has decreased by the sum of nearly three million dollars.

Very respectfully,

OLIVER WARNER,  
*Secretary.*



## AGGREGATES OF POLLS, PROPERTY, TAXES, &amp;c.,

*As Assessed May 1, 1868.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for City, and Town, Rate, County, Rate, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Acres of Land taxed in the City or Town.
<b>BARNSTABLE.</b>												
Barnstable, . .	1,164	\$2,328 00	\$1,011,750	\$1,306,140	\$26,669 00	\$0 50	\$2,317,890	862	399	549	355	23,857
Brewster, . .	330	660 00	357,160	348,005	10,719 00	1 50	705,165	276	138	210	40	8,972
Chatham, . .	616	1,232 00	537,577	539,132	16,588 00	1 34	1,076,709	575	153	228	-	7,225
Dennis, . .	806	1,612 00	663,567	629,983	31,881 00	2 34	1,293,550	648	202	275	-	7,984
Eastham, . .	191	382 00	89,841	134,492	5,094 00	2 10	224,333	148	114	155	8	4,899
Falmouth, . .	626	1,252 00	442,335	741,905	13,924 00	1 07	1,184,240	434	228	394	524	22,628
Harwich, . .	806	1,612 00	371,170	683,615	20,152 00	1 75	1,054,785	685	245	240	20	9,686
Orleans, . .	427	854 00	210,556	281,200	10,868 00	1 98	491,756	388	152	232	205	5,858
Provincetown, .	920	1,840 00	1,146,755	657,818	23,420 00	1 75	1,804,573	776	80	40	-	658
Sandwich, . .	880	1,768 00	353,700	1,029,650	23,894 00	1 60	1,383,350	741	256	467	215	45,300
Truro, . .	355	710 00	108,009	173,451	9,097 00	3 00	279,400	271	95	281	-	7,837
Wellfleet, . .	602	1,204 00	454,383	375,616	13,782 00	1 52	829,999	442	144	178	-	3,678
Yarmouth, . .	570	1,140 00	738,998	563,993	15,738 00	1 10	1,322,981	461	164	182	16	10,268
<b>Totals, . .</b>	<b>8,293</b>	<b>\$16,586 00</b>	<b>\$6,503,801</b>	<b>\$7,464,040</b>	<b>\$221,826 00</b>	<b>-</b>	<b>\$18,068,741</b>	<b>6,707</b>	<b>2,370</b>	<b>3,411</b>	<b>1,383</b>	<b>158,850</b>

Berkshire.	2,120	\$4,240 00	\$1,720,884	\$2,894,800	\$73,475 00	\$1 50	\$4,615,894	1,164	628	1,098	1,750	23,000
Adams, . . .	117	234 00	122,105	201,000	3,722 00	1 07	323,105	96	116	149	1,508	7,084
Alford, . . .	359	973 00	172,723	304,882	7,621 00	1 41	477,605	250	182	474	1,451	26,356
Becket, . . .	445	890 00	279,126	529,850	7,715 00	64	808,976	261	225	907	336	16,895
Cheshire, . .	153	440 00	60,373	150,242	2,864 00	1 23	210,615	109	109	199	205	4,851
Clarksburg, .	278	556 00	463,545	596,087	10,582 00	99	1,059,632	197	191	287	1,502	13,350
Dalton, . . .	259	518 00	190,617	384,981	4,835 00	75	575,598	191	249	434	1,403	10,828
Egremont, . .	192	518 00	47,946	128,660	3,873 00	1 90	176,606	95	95	226	632	14,083
Florida, . . .	1,023	2,046 00	2,227,762	1,888,639	22,629 00	50	4,116,401	690	619	974	3,377	25,793
Gt. Barrington,	200	400 00	134,712	343,705	3,818 00	75	478,417	96	170	471	3,537	20,427
Hancock, . .	424	1,060 00	280,601	532,604	9,473 00	1 02	813,205	230	235	480	3,603	12,952
Hinsdale, . .	303	603 00	175,767	636,935	6,988 00	76	812,702	223	224	517	2,844	16,650
Lancashire, .	870	1,740 00	621,408	1,067,442	19,479 00	1 05	1,688,850	617	380	677	916	15,308
Lee, . . .	431	1,034 00	209,184	721,684	10,267 00	1 00	930,968	330	338	493	1,661	12,181
Lenox, . . .	180	491 00	100,431	205,795	2,439 00	61	306,226	130	150	543	833	14,313
Monterey, . .	64	211 00	14,811	80,061	1,313 00	1 15	94,872	50	56	106	219	11,889
Mt. Washington,	44	133 00	18,882	83,016	1,345 00	2 28	101,896	35	43	103	950	7,684
New Ashford, .	424	848 00	237,113	435,280	10,598 00	1 95	672,393	336	355	1,069	807	24,814
New Marlboro',	265	768 00	91,786	217,420	5,959 00	1 75	309,206	200	154	439	582	21,326
Otis, . . .	114	327 00	51,600	141,100	2,685 00	1 20	192,700	89	110	300	1,776	15,543
Peru, . . .												

*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
<b>BERKS.—Con.</b>												
Pittsfield, . .	2,293	\$4,586 00	\$3,473,061	\$4,693,173	\$86,248 00	\$1 00	\$8,166,234	1,504	1,012	1,198	2,151	23,599
Richmond, . .	292	584 00	117,573	439,466	4,935 00	75	557,039	200	201	366	4,972	11,304
Sandisfield, . .	357	714 00	205,893	416,034	6,711 00	90	621,927	280	295	1,076	557	28,516
Savoy, . . .	226	646 00	67,623	208,663	5,619 00	1 80	276,286	180	196	445	839	21,267
Sheffield, . .	671	1,342 00	339,650	928,290	12,828 00	88	1,267,940	494	587	1,285	2,351	30,422
Stockbridge, .	430	860 00	838,020	874,370	17,984 00	1 00	1,712,390	378	307	560	1,996	13,500
Tyringham, .	164	435 00	106,815	219,400	3,697 00	1 00	326,215	109	93	380	858	10,854
Washington, .	170	478 00	53,582	228,205	3,675 00	1 15	281,787	121	95	324	1,354	22,724
W. Stockbridge,	515	964 00	270,987	548,843	6,517 00	67	819,830	278	276	348	2,718	11,289
Williamstown, .	678	1,661 00	425,323	1,125,085	17,171 00	1 00	1,550,408	488	435	970	5,981	27,261
Windsor, . .	207	414 00	90,080	226,406	4,981 00	1 39	316,486	158	210	576	1,329	20,850
<b>Totals, . .</b>	<b>14,268</b>	<b>\$30,714 00</b>	<b>\$13,209,983</b>	<b>\$21,452,118</b>	<b>\$382,046 00</b>	<b>-</b>	<b>\$34,062,101</b>	<b>9,579</b>	<b>8,336</b>	<b>17,474</b>	<b>54,428</b>	<b>536,923</b>
<b>BRISTOL.</b>												
Acushnet, . .	282	\$594 00	\$199,300	\$406,550	\$9,387 00	\$1 33	\$635,850	228	205	827	47	11,101
Attleborough, .	1,598	3,196 00	618,767	1,759,759	\$34,827 00	1 33	2,378,526	1,056	531	735	54	25,535

Berkley, . . .	206	\$686 00	\$69,572	\$245,432	\$5,534 00	\$1 56	\$315,004	172	111	215	212	8,110
Dartmouth, . .	849	1,698 00	888,000	1,466,950	29,633 00	1 10	2,354,950	750	449	890	461	37,894
Dighton, . . .	517	1,034 00	242,832	575,329	11,717 00	1 31	818,161	363	185	263	120	12,861
Easton, . . .	883	1,457 00	1,094,518	847,136	9,029 00	39	1,941,654	563	260	389	44	15,939 •
Fairhaven, . .	714	1,428 00	714,050	947,700	23,031 00	1 30	1,661,750	512	165	215	96	6,000
Fall River, . .	6,002	12,004 00	8,100,674	9,818,518	262,873 00	1 40	17,919,192	2,154	928	686	312	18,699
Freetown, . .	334	668 00	246,707	482,320	9,125 00	1 16	729,027	283	150	130	287	20,535
Manfield, . .	586	1,612 00	178,530	614,388	12,760 00	1 50	792,918	396	220	276	38	10,964
New Bedford, .	5,004	10,008 00	13,508,100	8,288,100	304,257 00	1 35	21,796,200	3,088	899	514	-	8,001
Norton, . . .	434	1,201 00	217,475	595,900	11,385 00	1 25	813,375	345	234	363	88	16,880
Raynham, . .	451	1,240 00	354,257	670,353	10,690 00	92	1,024,610	336	206	315	68	10,941
Rehoboth, . .	447	1,249 00	130,970	666,219	12,637 00	1 52	797,189	376	341	622	172	26,978
Seekonk, . . .	239	478 00	88,243	438,141	5,541 00	90	528,384	198	194	356	16	10,746
Somerset, . .	455	910 00	257,410	611,765	13,094 00	1 35	869,175	283	139	240	59	4,800
Swansey, . .	315	630 00	144,775	487,375	14,400 00	2 12	632,150	263	224	396	350	12,795
Taunton, . .	3,901	7,802 00	3,818,766	6,454,950	146,472 00	1 35	10,273,716	2,345	939	852	153	26,034
Westport, . .	683	1,626 00	429,100	1,008,900	16,383 00	1 03	1,438,000	567	418	744	933	28,151
Totals, . .	23,900	\$49,491 00	\$31,302,046	\$36,445,785	\$942,775 00	-	\$67,747,831	14,273	6,818	8,528	3,510	313,005

*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Acres of Land taxed in the City or Town.
<b>DUKES.</b>												
Chilmark, . .	147	\$294 00	\$93,052	\$256,419	\$3,897 00	\$1 24	\$349,471	121	85	113	3,097	10,147
Edgartown, . .	489	938 00	684,600	614,050	13,902 00	1 80	1,098,650	497	110	204	1,343	15,050
Gosnold, . . .	23	35 00	56,587	94,254	403 00	2 80	150,841	28	28	63	2,948	8,301
Tisbury, . . .	444	888 00	240,177	468,950	10,637 00	1 50	709,127	324	133	200	1,661	11,850
<b>Totals, . .</b>	<b>1,083</b>	<b>\$2,155 00</b>	<b>\$1,074,416</b>	<b>\$1,433,673</b>	<b>\$28,839 00</b>	<b>-</b>	<b>\$2,308,089</b>	<b>970</b>	<b>356</b>	<b>590</b>	<b>9,049</b>	<b>45,348</b>
<b>ESSEX.</b>												
Amesbury, . .	1,350	\$2,700 00	\$553,597	\$1,360,345	\$27,581 00	\$1 30	\$1,913,942	875	309	346	159	9,262
Andover, . .	1,221	2,442 00	812,900	1,718,057	30,371 00	1 20	2,530,957	720	270	651	15	18,118
Beverly, . . .	1,542	3,084 00	1,537,900	1,956,925	52,012 00	1 40	3,494,825	892	380	495	21	7,386
Borford, . . .	224	448 00	228,080	531,540	8,288 00	1 01	759,620	173	144	375	321	14,100
Bradford, . .	430	1,075 00	196,044	704,232	15,523 00	1 62	900,276	257	130	291	-	4,546
Danvers, . . .	1,202	2,404 00	884,850	1,638,100	29,662 00	1 08	2,522,950	792	401	598	40	7,620
Essex, . . . .	435	870 00	337,973	567,060	11,507 00	1 19	905,033	321	153	312	10	7,910
Georgetown, .	529	1,164 00	224,270	571,830	12,534 00	1 43	796,100	369	151	285	91	7,543
Gloucester, . .	3,024	6,048 00	3,121,791	3,585,591	140,196 00	2 00	6,707,382	1,772	398	444	-	10,611

Groveland, . .	456	\$1,076 00	\$198,416	\$494,509	\$11,444 00	\$1 50	\$692,925	276	140	231	7	5,157
Hamilton, . .	205	410 00	94,673	361,295	5,979 00	1 20	455,968	155	146	335	44	8,192
Haverhill, . .	3,421	7,697 00	2,188,905	4,015,175	116,271 00	1 75	6,204,080	1,599	761	747	145	14,388
Ipswich, . . .	828	1,656 00	474,760	1,071,824	23,960 00	1 41	1,546,584	300	332	672	174	15,903
Lawrence, . .	5,959	11,918 00	5,000,631	10,569,378	222,115 00	1 35	15,570,009	2,560	726	148	-	3,166
Lynn, . . .	6,048	12,086 00	5,548,887	10,562,962	279,552 00	1 66	16,111,789	3,567	886	337	4	4,318
Lynnfield, . .	207	532 00	173,564	406,487	5,535 00	87	580,051	148	94	238	1	4,940
Manchester, . .	436	872 00	324,536	669,926	11,734 00	1 11	904,462	301	76	100	-	4,310
Marblehead, . .	1,980	3,960 00	840,450	1,508,260	47,227 00	1 83	2,348,710	960	225	212	-	2,274
Methuen, . . .	808	2,020 00	554,587	1,066,190	19,530 00	1 21	1,620,777	486	296	685	55	13,151
Middleton, . .	233	564 00	87,212	344,355	5,985 00	1 25	431,567	162	79	180	12	8,166
Nahant, . . .	88	176 00	985,078	816,045	10,081 00	55	1,801,123	122	15	24	-	482
Newbury, . . .	267	534 00	257,878	573,867	12,171 00	1 40	831,745	226	210	676	72	12,148
Newburyport, . .	3,338	6,776 00	3,469,800	3,743,800	135,178 00	1 78	7,213,600	1,795	459	312	38	3,960
North Andover, . .	700	1,960 00	640,140	1,301,590	27,883 00	1 34	1,941,730	402	246	545	197	15,286
Peabody, . . .	1,741	3,482 00	2,070,650	2,367,950	58,521 00	1 24	4,438,600	981	542	534	84	9,026
Rockport, . . .	951	1,902 00	527,955	999,422	20,558 00	1 20	1,527,377	543	70	141	18	3,158
Rowley, . . .	310	725 00	83,552	417,545	7,543 00	1 36	501,097	247	156	365	70	10,120
Salem, . . .	5,276	10,552 00	10,947,400	8,874,100	278,142 00	1 35	19,821,500	3,053	420	225	50	3,788
Salisbury, . . .	921	1,842 00	551,587	1,174,181	18,956 00	97	1,725,768	755	230	412	250	10,876
Saugus, . . .	502	1,004 00	396,558	914,114	20,020 00	1 45	1,310,672	349	172	240	-	6,271

*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Acres of Land taxed in the City or Town.
<b>ESSEX—Con.</b>												
Swampscott, .	441	\$662 00	\$347,173	\$1,141,020	\$17,939 00	\$1 15	\$1,488,193	323	137	189	22	1,480
Topfield, . .	320	640 00	222,388	415,997	8,479 00	1 21	638,985	187	158	838	115	7,080
Wenham, . . .	250	500 00	127,475	365,250	6,404 00	1 20	492,725	169	128	281	91	4,275
West Newbury,	504	1,008 00	370,457	743,436	12,985 00	1 08	1,113,893	357	253	639	243	7,922
<b>Totals, . . .</b>	<b>46,147</b>	<b>\$94,799 00</b>	<b>\$44,382,067</b>	<b>\$67,552,358</b>	<b>\$1,711,856 00</b>	<b>-</b>	<b>\$111,934,425</b>	<b>26,194</b>	<b>9,293</b>	<b>12,503</b>	<b>2,349</b>	<b>268,913</b>
<b>FRANKLIN.</b>												
Ashfield, . . .	347	\$694 00	\$190,644	\$389,704	\$12,269 00	\$1 65	\$580,348	246	127	500	4,331	24,042
Barnardston, .	237	474 00	133,401	373,877	5,202 00	84	507,278	202	181	853	861	13,579
Buckland, . . .	576	1,141 00	111,455	448,407	9,536 00	1 40	559,862	297	177	828	1,255	11,933
Charlemont, .	247	480 00	102,190	281,500	6,019 00	1 17	383,690	187	167	331	1,839	16,653
Colrain, . . .	372	1,071 00	202,212	496,324	10,581 00	1 40	698,536	304	279	610	8,632	25,150
Conway, . . .	388	776 00	324,015	493,883	12,134 00	1 20	817,898	277	255	704	1,651	22,644
Deerfield, . .	838	1,676 00	452,276	839,972	20,150 00	1 43	1,292,248	563	409	663	1,023	20,519
Erving, . . .	141	448 00	36,646	147,514	4,386 00	1 77	184,160	100	62	102	49	8,571
Gill, . . . . .	178	428 00	145,045	295,796	4,981 00	1 13	440,841	188	119	387	324	8,362

Greenfield, . .	931	\$1,862 00	\$924,373	\$1,274,949	\$20,117 00	\$0 83	\$2,199,322	570	373	628	561	10,628
Hawley, . .	178	356 00	47,736	115,989	4,137 00	2 01	163,735	140	139	213	2,182	17,880
Heath, . .	151	302 00	62,854	181,315	3,809 00	1 39	244,169	124	102	233	985	14,492
Leverett, . .	231	462 00	93,009	231,930	6,408 00	1 97	324,939	174	165	288	364	13,204
Leyden, . .	120	240 00	64,037	186,320	4,609 00	1 69	250,357	107	100	225	1,511	17,055
Monroe, . .	50	144 00	25,925	53,220	1,161 00	1 36	79,145	41	47	119	313	6,718
Montague, . .	404	808 00	181,605	442,980	9,019 00	1 25	624,585	279	235	411	242	16,504
New Salem, .	281	350 00	80,933	237,733	8,603 00	2 25	338,666	231	160	326	285	16,975
Northfield, . .	433	866 00	153,130	530,092	13,123 00	1 80	683,222	370	335	468	998	19,400
Orange, . .	627	1,668 00	263,105	532,345	15,747 00	1 77	795,450	377	233	467	472	20,413
Rowe, . .	137	374 00	51,191	126,807	2,955 00	1 45	177,998	106	103	192	1,294	14,385
Shelburne, . .	381	762 00	248,697	586,534	8,928 00	94	835,231	249	191	412	1,865	13,882
Shutesbury, .	179	604 00	59,865	165,740	6,277 00	2 50	225,605	162	119	208	168	15,746
Sunderland, .	229	458 00	92,007	366,469	6,654 00	1 37	458,476	166	182	430	372	8,245
Warwick, . .	230	626 00	79,285	176,601	6,597 00	2 34	255,896	191	156	276	478	21,538
Wendell, . .	137	274 00	34,885	170,460	5,582 00	1 50	205,345	96	98	146	37	19,027
Whately, . .	293	586 00	276,721	479,164	8,311 00	92	755,885	189	229	431	102	11,770
Totals, . .	8,316	\$17,905 00	\$4,437,242	\$9,645,635	\$217,295 00	-	\$14,082,877	5,886	4,733	9,646	27,194	408,715
HAMPTEN.												
Agawam, . .	451	\$902 00	\$182,675	\$660,539	\$9,334 00	\$1 00	\$843,214	349	297	750	441	13,375
Blandford, . .	285	570 00	176,480	357,310	8,978 00	1 53	533,790	230	210	860	1,120	30,736



*Aggregates of Polls, Property, Taxes, &c., as Assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
HAMPTON-CON.												
Brimfield, . .	333	\$666 00	\$273,310	\$417,080	\$8,951 00	\$1 20	\$690,390	256	237	850	695	20,916
Chester, . . .	315	984 00	108,171	348,126	9,439 00	1 87	454,297	235	151	372	839	20,651
Chicopee, . .	2,163	4,326 00	1,346,353	2,249,980	43,886 00	1 10	3,596,333	1,200	435	490	41	12,800
Granville, . .	356	799 00	129,777	350,473	7,160 00	1 98	480,250	274	230	743	742	24,305
Holland, . . .	94	188 00	23,983	119,696	2,233 00	1 15	143,679	84	54	132	201	7,091
Holyoke, . .	1,994	3,928 00	1,665,910	3,141,070	81,625 00	1 60	4,806,980	800	382	408	22	9,112
Longmeadow, .	349	698 00	376,414	745,420	10,010 00	83	1,121,834	284	320	628	110	13,384
Ludlow, . . .	257	514 00	126,944	359,419	9,909 00	1 88	486,363	208	205	451	334	13,872
Monson, . . .	626	1,952 00	425,693	825,696	17,125 00	1 80	1,251,389	489	327	609	623	25,967
Montgomery, .	104	308 00	39,743	129,715	4,121 00	2 25	169,458	71	54	135	266	8,686
Palmer, . . .	791	1,898 00	459,217	842,919	21,039 00	1 47	1,302,196	532	318	566	658	16,369
Russell, . . .	171	342 00	105,469	171,645	3,487 00	1 25	277,114	122	76	170	234	9,101
Southwick, . .	307	614 00	152,665	446,910	6,610 00	1 00	590,575	238	226	373	316	17,991
Springfield, .	6,094	12,188 00	5,322,640	15,125,520	288,238 00	1 85	20,448,160	3,325	1,338	525	115	16,806
Tolland, . . .	196	272 00	116,428	188,884	3,523 00	1 10	805,312	93	96	508	898	17,984

Wales, . . .	204	\$408 00	\$123,121	\$215,255	\$4,478 00	\$1 25	\$338,376	130	90	167	309	8,900
Westfield, . .	1,774	3,548 00	1,288,479	3,161,616	50,274 00	1 05	4,450,095	1,012	649	743	209	25,107
W. Springfield,	629	1,258 00	506,136	1,087,545	17,195 00	1 00	1,593,681	410	242	486	208	9,134
Wilbraham, .	504	1,008 00	178,222	659,806	11,902 00	1 30	838,028	421	398	832	259	23,800
Totals, . .	17,907	\$36,651 00	\$13,125,830	\$31,604,624	\$419,517 00	-	\$44,730,454	10,773	6,335	10,778	8,070	347,767
HAMPSHIRE.												
Amherst, . .	919	\$1,838 00	\$853,051	\$1,634,920	\$32,713 00	\$1 62	\$2,487,971	632	512	802	1,185	15,781
Belchertown, .	644	1,623 00	326,823	840,985	15,776 00	1 21	1,167,808	501	477	979	1,339	30,787
Chesterfield, .	221	652 00	127,935	280,545	6,161 00	1 50	408,480	174	168	400	1,170	18,220
Cummington, .	278	834 00	114,288	263,178	6,153 00	1 41	377,466	223	208	427	1,245	13,780
Easthampton, .	708	1,699 00	1,207,208	1,469,321	23,777 00	83	2,676,529	525	269	372	131	6,650
Enfield, . . .	273	682 00	258,675	291,475	6,409 00	1 06	550,150	189	141	299	191	9,899
Goshen, . . .	104	375 00	36,144	120,385	2,920 00	1 61	158,529	82	81	169	677	10,066
Granby, . . .	250	500 00	125,974	417,537	4,538 00	78	543,511	187	220	627	570	14,864
Greenwich, . .	177	354 00	109,530	197,535	4,742 00	1 20	307,065	148	146	338	249	11,685
Hadley, . . .	595	1,190 00	362,736	1,036,694	16,759 00	1 12	1,399,430	403	409	615	1,130	13,056
Hatfield, . . .	416	832 00	683,917	737,975	13,712 00	92	1,421,892	261	339	416	599	8,910
Huntington, .	297	594 00	162,590	370,559	9,109 00	1 71	533,149	211	143	297	279	15,181
Middlefield, .	161	322 00	172,700	226,480	6,167 00	1 42	399,180	128	111	258	1,881	14,190
Northampton, .	2,257	4,514 00	2,157,000	3,858,000	73,687 00	1 15	6,015,000	1,320	794	807	205	21,370

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
<b>HAMP—Con.</b>												
Pelham, . . .	178	\$356 00	\$46,522	\$143,496	\$5,295 00	\$2 60	\$190,018	160	140	208	291	14,509
Plainfield, . .	172	537 00	90,060	178,040	4,552 00	1 50	268,100	134	128	280	1,034	13,021
Prescott, . . .	142	483 00	43,903	178,027	4,784 00	1 93	221,980	120	82	301	215	10,894
So. Hadley, . .	626	1,505 00	434,326	996,209	11,230 00	68	1,430,535	350	270	502	245	8,706
Southampton, .	292	584 00	123,495	399,792	6,173 00	1 04	523,287	239	242	522	599	15,475
Ware, . . .	817	1,634 00	502,500	880,950	21,019 00	1 40	1,383,450	473	343	646	179	17,921
Westhampton, .	142	284 00	86,943	259,559	4,534 00	1 18	846,502	119	139	382	407	15,021
Williamsburg, .	565	1,130 00	605,292	792,020	12,773 00	88	1,397,312	360	240	600	1,400	15,835
Worthington, .	245	698 00	111,388	264,845	5,782 00	1 35	376,283	175	186	429	1,847	18,986
<b>Totals, . . .</b>	<b>10,479</b>	<b>\$23,220 00</b>	<b>\$8,743,000</b>	<b>\$15,338,527</b>	<b>\$298,760 00</b>	<b>-</b>	<b>\$24,581,527</b>	<b>7,114</b>	<b>5,788</b>	<b>10,676</b>	<b>17,068</b>	<b>383,967</b>
<b>MIDDLESEX.</b>												
Acton, . . .	421	\$842 00	\$226,473	\$738,030	\$9,584 00	\$0 89	\$964,503	312	253	823	4	11,693
Arlington, . .	809	1,618 00	1,180,345	2,015,821	39,595 00	1 25	8,196,166	452	391	196	-	2,043
Ashby, . . .	283	566 00	147,209	386,400	9,504 00	1 63	533,009	245	241	539	164	13,979
Ashland, . . .	474	1,080 00	179,877	544,402	12,691 00	1 02	718,279	273	147	314	3	7,808

Bedford, . . .	232	\$650 00	\$113,989	\$407,278	\$5,760 00	\$0 98	\$521,267	177	159	429	8	7,610
Belmont, . . .	416	832 00	805,490	1,499,280	28,498 00	1 02	2,304,770	218	190	260	66	3,284
BillERICA, . . .	469	1,172 00	574,481	791,358	12,296 00	81	1,365,839	344	274	474	11	15,279
Boxborough, . .	104	208 00	54,461	187,451	4,804 00	1 90	241,912	74	94	420	27	6,405
Brighton, . . .	1,310	2,620 00	1,875,471	3,142,120	54,913 00	1 06	5,017,591	650	648	170	-	2,370
Burlington, . .	177	354 00	102,675	325,172	5,197 00	1 15	427,847	121	165	280	1	7,204
Cambridge, . . .	8,196	16,392 00	11,728,900	22,364,900	486,886 00	1 38	34,093,800	5,100	1,607	639	-	3,300
Carlisle, . . .	167	334 00	81,011	251,986	8,691 00	2 50	332,997	123	124	397	29	8,974
Charlestown, . .	7,528	15,056 00	7,282,100	17,441,500	380,965 00	1 48	24,723,600	3,817	1,470	17	-	520
Chelmsford, . .	596	1,192 00	550,913	1,111,833	16,617 00	98	1,662,746	405	270	652	21	14,782
Concord, . . .	584	1,413 00	646,931	1,133,401	19,063 00	99	1,780,332	361	310	1,139	3	15,009
Dracut, . . .	496	1,368 00	256,982	887,142	16,572 00	1 33	1,144,124	341	312	911	126	14,455
Dunstable, . . .	145	357 00	62,168	238,679	4,269 00	1 40	300,847	96	115	369	179	10,298
Framingham, . .	1,102	2,224 00	1,051,390	1,984,780	32,596 00	1 00	3,036,160	762	509	948	157	14,652
Groton, . . .	922	1,844 00	714,775	1,239,675	20,641 00	95	1,954,450	632	412	921	191	22,860
Holliston, . . .	853	1,706 00	546,809	1,078,503	25,598 00	1 47	1,625,312	545	241	494	11	11,169
Hopkinton, . . .	1,014	2,028 00	606,404	1,187,375	33,852 00	1 75	1,798,779	685	308	845	8	15,958
Hudson, . . .	777	1,554 00	272,572	831,743	23,640 00	2 00	1,104,315	456	224	287	16	6,654
Lexington, . . .	620	1,240 00	493,843	1,505,295	28,498 00	1 40	1,999,138	406	396	1,092	17	10,310
Lincoln, . . .	203	609 00	199,915	401,601	5,120 00	75	601,516	132	164	538	3	8,844
Littleton, . . .	260	637 00	169,777	473,505	7,785 00	1 10	643,282	204	211	951	53	10,033

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MIDDLESEX—Con.												
Lowell, . . .	8,152	\$16,304 00	\$8,133,583	\$15,254,064	\$346,069 00	\$1 41	\$23,387,647	5,287	1,078	322	1	2,597
Malden, . . .	2,109	6,643 00	1,165,876	4,288,865	87,321 00	1 48	5,454,741	1,294	440	282	—	4,535
Marlborough, . .	1,707	3,414 00	527,780	1,647,490	38,219 00	1 60	2,175,270	948	364	799	26	12,794
Medford, . . .	1,349	2,699 00	1,797,028	3,247,995	64,764 00	1 23	5,045,023	816	285	220	85	5,120
Melrose, . . .	825	1,998 00	365,042	1,608,974	34,181 00	1 70	1,974,016	586	145	173	—	2,921
Natick, . . .	1,541	3,082 00	838,897	1,439,665	37,186 00	1 50	2,276,562	840	311	479	—	8,820
Newton, . . .	2,736	5,472 00	5,336,602	9,104,567	193,209 00	1 30	14,441,169	1,671	873	732	7	9,992
North Reading,	278	556 00	120,116	405,676	10,488 00	1 75	525,792	198	105	226	21	7,649
Pepperell, . . .	494	988 00	380,703	702,985	10,386 00	1 50	1,063,688	376	294	614	207	13,470
Reading, . . .	691	1,382 00	299,572	1,018,677	21,817 00	1 55	1,318,249	482	201	302	1	5,729
Sherborn, . . .	283	722 00	280,735	657,150	9,634 00	95	937,885	195	171	480	2	9,934
Shirley, . . .	370	873 00	310,650	571,408	8,517 00	87	882,058	253	194	400	49	9,620
St. Lawrenceville, . .	2,688	5,376 00	1,997,150	7,377,000	183,485 00	1 90	9,374,150	1,779	632	196	—	1,975
Stoneham, . . .	1,050	2,362 00	403,655	1,369,268	36,051 00	1 90	1,772,923	605	200	160	—	8,674
Stow, . . .	437	1,058 00	263,180	654,221	8,232 00	78	917,401	317	204	668	45	12,371

Sudbury, . .	500	\$1,000 00	\$439,380	\$858,135	\$12,072 00	\$0 83	\$1,297,515	357	279	799	14	16,110
Tewksbury, . .	315	630 00	207,918	572,131	9,692 00	90	780,049	237	213	467	21	13,600
'ownsend, . .	571	1,142 00	189,115	534,645	11,801 00	1 64	723,760	400	290	443	73	19,359
'Lyngsborough,	154	308 00	52,023	245,941	1,284 00	1 60	297,964	136	86	223	100	9,758
Wakefield, . .	980	2,391 00	559,634	1,359,268	29,104 00	1 40	1,918,902	570	201	219	-	3,828
Waltham, . .	1,851	3,702 00	1,972,200	3,715,900	83,335 00	1 40	5,688,100	1,013	481	555	75	7,703
Watertown, . .	978	1,956 00	1,126,503	2,334,972	46,263 00	1 28	3,461,475	515	304	220	1	2,084
Wayland, . .	314	766 00	191,749	442,250	10,338 00	1 50	633,999	222	206	494	50	*9,374
Westford, . .	446	892 00	300,839	695,066	12,853 00	1 20	995,905	323	223	584	79	17,900
Weston, . .	322	644 00	846,483	583,683	10,769 00	71	1,430,166	216	267	597	18	10,446
Wilmington, . .	223	446 00	82,522	384,342	6,224 00	1 30	466,864	200	136	201	15	10,085
Winchester, . .	630	1,280 00	791,886	1,672,673	27,217 00	1 10	2,464,559	397	211	168	9	3,553
Woburn, . .	2,173	4,346 00	2,590,692	3,463,995	89,112 00	1 40	6,054,687	1,182	483	416	-	7,750
Totals, . .	62,325	\$130,308 00	\$61,468,464	\$128,380,236	\$2,733,189 00	-	\$189,848,700	38,346	18,112	25,444	1,997	488,184
NANTUCKET.												
Nantucket, . .	1,053	\$2,106 00	\$1,300,641	\$703,738	\$28,163 00	\$1 30	\$2,004,379	699	187	391	1,616	9,365
NORFOLK.												
Bellingham, . .	325	\$650 00	\$110,207	\$400,717	\$6,937 00	\$1 22	\$510,924	241	170	321	212	10,729
Braintree, . .	989	1,978 00	543,710	1,184,175	23,404 00	1 24	1,727,885	611	258	311	14	8,096
Brookline, . .	1,370	2,740 00	8,690,900	6,179,800	94,938 00	62	14,870,700	804	622	338	31	4,096

\* From last year's report.

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NORFOLK—Con.												
Canton, . . .	879	\$1,758 00	\$916,725	\$1,437,495	\$29,067 00	\$1 16	\$2,354,220	557	273	337	89	11,585
Cohasset, . .	561	1,122 00	751,685	875,633	17,395 00	1 00	1,627,318	428	140	182	353	5,841
Dedham, . .	1,720	3,440 00	1,668,842	2,978,488	73,152 00	1 50	4,647,330	1,096	590	895	-	18,537
Dorchester, .	2,918	5,898 00	6,035,100	9,291,200	192,177 00	1 20	15,326,300	1,830	932	589	-	4,552
Dover, . . .	161	322 00	62,361	270,082	5,216 00	1 44	332,443	124	124	259	10	8,782
Foxborough, .	720	1,440 00	336,756	985,787	20,617 00	1 45	1,322,543	546	277	315	24	11,903
Franklin, . .	633	1,266 00	639,050	870,190	22,395 00	1 40	1,509,240	439	270	458	8	17,268
Hyde Park, . .	724	1,548 00	829,868	2,083,789	30,392 00	1 04	2,913,657	460	115	79	-	2,900
Medfield, . .	280	560 00	239,208	466,126	6,205 00	80	705,334	214	172	344	19	7,929
Medway, . .	848	2,027 00	375,650	940,100	22,693 00	1 58	1,315,750	575	305	588	50	13,307
Milton, . . .	565	1,130 00	1,987,700	1,907,200	31,270 00	80	3,894,900	428	385	466	-	7,875
Needham, . .	824	1,648 00	610,253	1,600,271	30,386 00	1 30	2,210,524	540	368	483	11	13,881
Quincy, . . .	1,652	3,304 00	1,322,750	2,744,000	64,305 00	1 50	4,066,750	1,124	474	578	-	8,959
Randolph, . .	1,407	2,814 00	1,335,190	1,390,900	4,201 00	1 44	2,785,090	977	801	291	14	10,304
Sharon, . . .	370	740 00	171,679	586,524	10,937 00	1 34	758,208	273	166	338	21	14,654

Stoughton, . .	1,156	\$2,809 00	\$717,331	\$1,371,105	\$22,126 00	\$0 93	\$2,088,436	861	304	400	19	12,015
Walpole, . .	551	1,102 00	397,731	827,230	16,415 00	1 25	1,224,961	381	292	482	60	11,268
West Roxbury,	1,834	3,668 00	3,858,900	6,443,700	115,738 00	94	10,302,600	1,183	678	367	2	6,835
Weymouth, . .	2,334	5,462 00	1,933,428	2,284,714	65,781 00	1 43	4,218,142	1,427	575	456	-	9,616
Wrentham, . .	727	1,454 00	320,412	1,059,188	19,367 00	1 28	1,379,600	598	338	661	130	2,581
Totals, . .	23,548	\$48,818 00	\$33,845,436	\$48,187,414	\$925,024 00	-	\$82,032,850	15,717	8,117	9,538	1,067	223,413
PLYMOUTH.												
Abington, . .	2,349	\$5,285 00	\$1,023,778	\$2,535,395	\$58,140 00	\$1 49	\$3,559,173	1,461	595	662	32	14,481
Bridgewater, .	883	2,164 00	766,692	1,291,904	19,461 00	84	2,058,596	588	861	451	87	15,913
Carver, . . .	281	765 00	186,309	309,968	6,988 00	1 24	496,277	224	133	214	228	18,652
Duxbury, . .	655	1,507 00	286,500	719,075	15,246 00	1 31	1,005,575	498	242	271	63	12,980
E. Bridgewater,	824	1,648 00	282,137	845,067	33,775 00	2 85	1,127,204	573	288	401	21	11,368
Halifax, . . .	205	410 00	46,565	299,903	5,081 00	1 75	346,468	149	96	181	57	9,043
Hanover, . . .	435	1,231 00	404,082	430,668	13,319 00	1 45	834,750	333	180	239	153	9,312
Hanson, . . .	333	926 00	98,299	379,590	9,039 00	1 70	477,889	271	142	170	34	9,034
Hingham, . .	1,108	2,216 00	1,007,757	1,786,814	20,986 00	98	2,794,571	831	372	361	862	12,973
Hull, . . . .	70	168 00	37,323	149,030	2,036 00	1 50	186,353	69	30	41	48	1,506
Kingston, . .	424	848 00	585,017	567,714	10,345 00	82	1,152,731	318	170	215	29	10,263
Lakeville, . .	317	894 00	97,270	418,270	8,911 00	1 55	515,540	227	171	306	307	17,809
Marion, . . .	262	524 00	175,184	308,550	5,361 00	1 00	483,734	199	75	110	20	7,170
Marshfield, . .	470	940 00	139,478	585,472	10,104 00	1 08	724,950	396	214	345	251	16,054



*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
<b>PLYM'TH.—Con.</b>												
Mattapoisett, . .	372	\$744 00	\$105,010	\$451,819	\$10,312 00	\$1 70	\$556,829	311	99	181	81	9,595
Middleborough, . .	1,288	3,220 00	472,560	1,687,460	35,676 00	1 51	2,160,020	860	510	788	348	38,561
N. Bridgewater, . .	1,759	3,518 00	697,344	1,737,526	47,350 00	1 80	2,434,870	1,098	455	435	9	12,034
Pembroke, . .	423	1,058 00	134,630	440,231	10,502 00	1 62	574,861	326	214	244	198	12,545
Plymouth, . .	1,516	3,032 00	1,262,475	1,954,650	57,080 00	1 68	3,217,125	950	360	426	402	46,641
Plympton, . .	219	604 00	46,254	253,779	5,813 00	1 74	300,033	187	98	185	26	8,503
Rochester, . .	300	600 00	93,026	386,349	7,613 00	1 23	479,375	241	163	286	311	17,600
Scituate, . .	636	1,603 00	260,642	773,380	16,148 00	1 41	1,034,022	474	238	458	321	9,845
South Scituate, . .	445	890 00	237,775	577,639	12,327 00	1 15	815,414	380	229	255	105	12,275
Wareham, . .	745	1,490 00	448,792	586,744	15,809 00	1 40	1,035,536	460	194	225	105	18,940
W. Bridgewater, . .	447	894 00	259,695	577,706	10,526 00	1 15	837,401	320	203	372	13	10,007
<b>Totals, . .</b>	<b>16,736</b>	<b>\$37,179 00</b>	<b>\$9,154,594</b>	<b>\$20,054,703</b>	<b>\$406,948 00</b>	<b>-</b>	<b>\$29,206,297</b>	<b>11,744</b>	<b>5,832</b>	<b>7,822</b>	<b>4,111</b>	<b>362,624</b>
<b>SUFFOLK.</b>												
Boston, . . .	48,416	\$93,832 00	\$205,937,900	\$287,635,800	\$6,070,957 00	\$1 23	\$493,573,700	23,393	6,580	437	10	4,120
Chelsea, . . .	3,683	7,366 00	1,444,000	7,937,175	194,990 00	2 00	9,381,175	2,526	500	65	-	1,020

North Chelsea,	250	\$500 00	\$138,375	\$774,850	\$11,002 00	\$1 15	\$913,225	146	126	185	-	3,353
Winthrop, . .	168	336 00	84,860	391,746	5,050 00	1 00	476,806	111	68	38	19	864
Totals, . .	52,517	\$105,034 00	\$207,605,135	\$296,739,571	\$6,281,997 00	-	\$504,344,706	26,176	7,274	725	29	9,357
WORCESTER.												
Ashburnham, .	597	\$1,695 00	\$255,555	\$619,615	\$12,633 00	\$1 25	\$875,170	414	259	419	121	22,997
Athol, . . .	886	2,277 00	462,422	1,074,370	30,710 00	1 85	1,536,792	558	362	406	174	18,760
Auburn, . . .	245	490 00	119,535	348,776	4,637 00	94	468,311	143	134	358	102	8,870
Barre, . . .	718	1,939 00	586,197	1,245,845	28,828 00	1 30	1,832,042	487	429	1,608	230	26,280
Berlin, . . .	269	538 00	106,939	314,910	8,699 00	1 89	421,849	202	146	349	94	7,686
Blackstone, . .	1,237	2,474 00	890,355	1,346,785	31,557 00	1 30	2,237,140	616	91	285	4	9,654
Bolton, . . .	288	760 00	156,730	379,671	7,894 00	1 33	536,410	198	226	426	252	11,228
Boylston, . .	201	402 00	153,000	378,465	8,470 00	1 49	531,465	157	137	418	34	11,622
Brookfield, . .	661	1,322 00	353,684	737,849	19,098 00	1 50	1,091,533	409	262	400	395	13,988
Charlton, . . .	484	1,307 00	313,500	680,280	11,118 00	1 00	993,780	404	316	775	406	25,800
Clinton, . . .	1,140	2,280 00	805,259	1,450,880	44,276 00	1 87	2,256,139	508	174	153	-	3,748
Dana, . . .	208	551 00	83,350	179,691	4,918 00	1 66	263,041	170	115	207	98	10,788
Douglas, . . .	617	1,234 00	195,718	727,229	11,779 00	1 00	922,947	348	204	307	76	19,860
Dudley, . . .	517	1,034 00	317,978	675,328	14,629 00	1 35	993,256	287	210	399	279	13,017
Fitchburg, . .	2,655	6,993 00	2,250,954	5,206,203	144,863 00	1 85	7,457,157	1,335	657	671	57	16,636
Gardner, . . .	786	1,989 00	523,444	760,411	17,501 00	1 21	1,283,855	496	248	347	106	12,755

*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Continued.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Worcester—Con.												
Grafton, . . .	1,035	\$2,070 00	\$600,534	\$1,109,692	\$23,791 00	\$1 27	\$1,710,226	632	353	823	45	13,677
Hardwick, . . .	508	1,383 00	455,733	661,484	15,795 00	1 29	1,117,217	250	330	1,258	154	23,134
Harvard, . . .	375	1,020 00	279,485	645,230	11,651 00	1 15	924,715	291	303	910	65	16,133
Holden, . . .	446	892 00	226,620	670,355	10,752 00	1 10	896,975	848	289	522	180	21,388
Hubbardston, . . .	398	1,130 00	209,015	544,660	11,682 00	1 41	753,675	319	251	1,082	345	24,524
Lancaster, . . .	423	846 00	417,100	649,922	14,194 00	1 30	1,067,022	965	280	515	59	16,165
Leicester, . . .	726	1,866 00	1,036,643	941,586	12,337 00	55	1,978,229	476	331	446	56	14,569
Leominster, . . .	1,007	2,014 00	679,351	1,608,766	29,252 00	1 16	2,348,117	645	424	832	106	17,772
Lunenburg, . . .	320	640 00	145,656	555,312	9,845 00	1 30	700,908	251	228	461	69	16,219
Mendon, . . .	296	592 00	219,218	485,244	6,580 00	85	704,462	238	143	228	40	10,742
Milford, . . .	2,641	5,282 00	1,682,059	2,660,949	84,355 00	1 82	4,343,008	1,310	486	587	24	11,896
Millbury, . . .	952	1,904 00	726,134	1,069,639	23,453 00	1 20	1,795,773	494	266	407	79	8,693
New Braintree, . . .	170	539 00	187,177	372,525	7,557 00	1 25	559,702	126	148	1,054	57	12,457
Northborough, . . .	416	1,062 00	884,479	793,025	20,085 00	1 61	1,177,504	274	224	693	48	11,000
Northbridge, . . .	844	1,898 00	692,842	781,426	17,643 00	2 00	1,474,298	375	178	287	29	10,543

N. Brookfield, . .	770	\$1,848 00	\$540,454	\$874,705	\$17,311 00	\$1 02	\$1,415,159	412	276	533	78	12,820
Oakham, . .	231	633 00	84,305	267,053	5,681 00	1 44	351,358	185	164	431	184	12,785
Oxford, . .	727	1,454 00	405,330	826,025	18,079 00	1 35	1,231,355	494	259	444	178	15,789
Paxton, . .	193	519 00	89,946	224,591	5,292 00	1 52	314,537	143	127	274	136	8,400
Petersham, . .	342	684 00	236,481	500,050	10,635 00	1 32	736,531	287	227	779	278	23,340
Phillipston, . .	181	496 00	73,345	218,315	4,405 00	1 34	291,660	134	140	340	98	14,260
Princeton, . .	302	906 00	236,139	566,720	13,185 00	1 53	802,859	239	219	632	255	21,980
Royalston, . .	373	1,000 00	285,156	450,109	17,224 00	2 17	745,265	282	200	467	261	25,576
Rutland, . .	251	502 00	110,955	407,375	9,790 00	1 73	518,330	218	205	566	431	21,497
Shrewsbury, . .	428	856 00	377,030	693,580	13,703 00	1 20	1,070,610	307	262	657	122	12,722
Southborough, . .	495	1,237 00	455,926	833,138	14,772 00	1 05	1,289,064	349	243	961	10	9,340
Southbridge, . .	1,046	2,092 00	785,165	1,217,335	46,175 00	2 02	2,002,500	444	270	431	273	12,720
Spencer, . .	833	1,666 00	663,245	948,570	22,620 00	1 30	1,611,815	471	340	727	205	20,465
Sterling, . .	425	850 00	346,716	742,054	10,650 00	90	1,088,770	350	297	819	108	18,045
Sturbridge, . .	473	946 00	236,593	622,050	11,250 00	1 20	858,643	328	246	575	589	22,754
Sutton, . .	634	1,268 00	361,480	839,135	16,975 00	1 86	1,200,615	433	342	640	142	19,222
Templeton, . .	691	1,727 00	313,374	634,669	16,896 00	1 60	948,043	444	307	435	118	19,030
Upton, . .	542	1,287 00	230,453	583,840	10,081 00	1 08	814,293	322	231	350	42	12,340
Uxbridge, . .	735	1,470 00	691,454	1,060,106	20,106 00	95	1,751,560	425	266	569	58	17,321
Warren, . .	678	1,356 00	456,046	953,925	23,211 00	1 55	1,409,971	391	234	1,096	227	16,332
Webster, . .	1,069	2,245 00	611,103	830,035	18,235 00	1 11	1,441,138	412	239	197	39	7,560

*Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1868—Concluded.*

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
WO'STER—Con.												
Westborough, .	826	\$1,982 00	\$445,489	\$1,074,638	\$23,342 00	\$1 42	\$1,520,127	490	491	889	43	12,186
West Boylston,	519	1,396 00	229,845	645,815	15,582 00	1 62	875,660	365	238	416	60	8,208
W. Brookfield,	452	904 00	272,475	533,970	12,232 00	1 25	806,445	297	195	615	27	12,160
Westminster, .	425	1,267 00	194,530	542,550	14,535 00	1 80	737,080	344	284	530	289	21,263
Winchendon, .	848	2,205 00	563,157	973,469	26,799 00	1 60	1,536,626	548	366	402	247	24,930
Worcester, . .	9,137	18,274 00	8,799,850	17,420,350	338,610 00	1 29	26,220,200	3,849	1,575	1,217	166	21,096
Totals, . . .	46,187	101,213 00	\$33,622,667	\$65,220,205	\$1,457,958 00	—	\$98,842,962	26,089	16,427	33,625	8,488	906,751

## RECAPITULATION.

COUNTIES.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Total Valuation, May 1, 1868.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Barnstable, . .	8,293	\$16,586	\$6,503,801	\$7,464,940	\$221,826	\$13,968,741	6,707	2,370	3,411	1,383	158,850
Berkshire, . .	14,268	30,714	13,209,983	21,452,118	382,046	34,662,101	9,579	8,336	17,474	54,428	536,923
Bristol, . . .	23,900	49,491	31,302,046	36,445,785	942,775	67,747,831	14,273	6,818	8,528	3,510	313,055
Dukes, . . .	1,083	2,155	1,074,416	1,433,673	28,839	2,308,089	970	356	580	9,049	45,348
Essex, . . .	46,147	94,799	44,382,067	67,552,358	1,711,856	111,934,425	26,194	9,293	12,503	2,349	266,913
Franklin, . .	8,316	17,905	4,437,242	9,645,635	217,295	14,082,877	5,886	4,733	9,646	27,194	408,715
Hampden, . .	17,907	36,651	13,125,830	31,604,624	419,517	44,730,454	10,773	6,335	10,778	8,070	347,767
Hampshire, .	10,479	23,220	8,743,000	15,838,527	298,760	24,581,527	7,114	5,788	10,676	17,068	333,967
Middlesex, . .	62,325	130,308	61,468,464	128,380,236	2,733,189	189,848,700	38,346	18,112	25,444	1,997	489,184
Nantucket, . .	1,053	2,106	1,300,641	703,738	28,163	2,004,379	699	187	391	1,616	9,365
Norfolk, . . .	23,548	48,818	33,845,436	48,187,414	925,024	82,032,850	15,717	8,117	9,538	1,067	223,413
Plymouth, . .	16,736	37,179	9,154,594	20,054,703	406,948	29,209,297	11,744	5,832	7,822	4,111	362,624
Suffolk, . . .	52,517	105,034	207,605,135	296,739,571	6,281,997	504,344,706	26,176	7,274	725	29	9,357
Worcester, . .	46,187	101,213	33,622,667	65,220,295	1,457,958	98,842,962	26,089	16,427	33,625	8,488	906,755
Totals, . .	332,759	696,179	\$469,775,322	\$750,723,617	\$16,056,193	\$1,220,498,939	200,267	99,978	151,141	140,359	4,412,186

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